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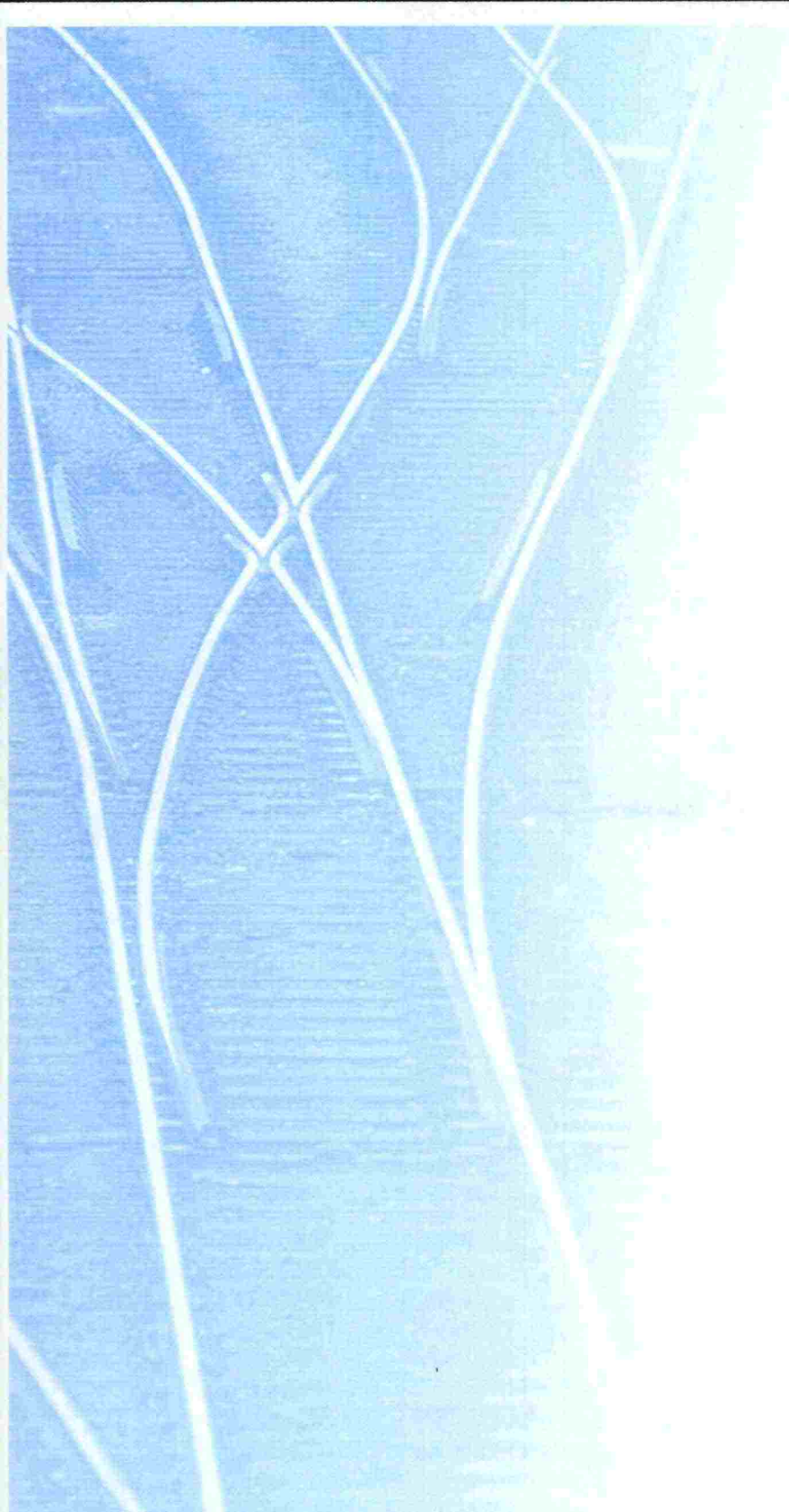
Finnish Network Statement 2008

FINNISH RAIL ADMINISTRATION



Finnish Rail Administration

Finnish Network Statement 2008

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Helsinki 2006

Foreword

The Finnish Rail Administration (RHK) publishes this Network Statement for the timetable period 2008. This is the fifth Network Statement prepared in Finland, in accordance with the Finnish Railway Act. The Network Statement describes the access conditions, the state-owned rail network, the allocation capacity, the services supplied to railway undertakings and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 9 December 2007 – 13 December 2008.

The Network Statement 2008 has been prepared based on the previous Network Statement taking into account the feedback received from users and the Network Statements of other European Infrastructure Managers.

The structure of the Network Statement follows the common European structure and comprises the following chapters:

- General
- Access conditions
- Rail network
- Capacity allocation
- Services supplied to railway undertakings
- Infrastructure charge

Within the Finnish Rail Administration, the Network Statement is the responsibility of the Traffic Management Unit. All the departments of the Finnish Rail Administration and several outside specialists have been involved in the preparation of the Network Statement.

Helsinki, 27 November 2006

Finnish Rail Administration

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1 General Information

1.1 Introduction

The Network Statement is published in accordance with the Railway Act (555/2006) and Directive 2001/14/EC of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"). The Network Statement for the timetable period 2008 is the fifth Network Statement published in Finland.

1.2 Objective

The Network Statement is published for the use of applicants for capacity. Railway undertakings can request capacity for international traffic within the European Economic Area, as well as for domestic freight traffic. Domestic passenger traffic may be operated only by VR Ltd.

The Network Statement describes the access conditions, state-owned rail network, capacity allocation, services supplied to railway undertakings and the basis on which the infrastructure charge is determined. The Network Statement specifies in detail the general rules, deadlines, procedures and grounds applicable to capacity allocation and the charging systems.

1.3 Legal Framework

Current Legislation

In accordance with the Railway Act, RHK publishes information on the provisions of the Railway Act, as well as on the provisions issued under this Act and other provisions, concerning

1) the right of access to the rail network;
2) the principles of determining the infrastructure charges;
3) applying for infrastructure capacity and the related deadlines;
4) the requirements for and approval of railway rolling stock; as well as
5) other conditions concerning operating and starting the operation of rail traffic.

RHK publishes information on the nature and extent of the rail network in the Network Statement for each timetable period. This information is contained in Chapter 3 of this Network Statement. The provisions issued by RHK on:

1) specialised infrastructure under the Railway Act (point 3.4.1);
2) the priority order to be applied to congested infrastructure under the Railway Act (point 4.4.3);
3) the threshold quota for the minimum use of railway infrastructure on each train path under the Railway Act (point 4.6) are also published in the Network Statement.

1.4 Legal Status

1.4.1 General Remarks

The Network Statement is not a regulation issued by RHK but a document providing information.

1.4.2 Liability

Information published in the Network Statement does not affect regulations issued by RHK or Finnish Rail Agency.

1.4.3 Appeals Procedure

A decision taken by RHK may be appealed against under the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Finnish Rail Agency. A claim for rectification may be filed if the decision taken by the Finnish Rail Agency concerns:

1) priority order for allocating capacity in individual cases;
2) levying of the infrastructure charge;
3) capacity allocation;
4) allocation of urgently needed capacity;
5) issuing the certificate of conformity or inspection certificate of the notified body

The claim for rectification shall be filed with the the Finnish Rail Agency within 30 days of the date of receipt of notice of the decision. The Finnish Rail Agency shall decide on the claim for rectification within two months of the date on which all relevant information for taking a decision has been delivered to it. The decision shall, however, be taken within ten days of the date on which all relevant information has been delivered if the claim concerns the priority order in individual cases, capacity allocation or a request for urgently needed capacity.

1.5 Structure of the Network Statement

This Network Statement follows the common structure set for network statements by RailNetEurope.

The Network Statement consists of five more chapters in addition to this one. The second chapter deals with the requirements for accessing the Rail Network, the third handles the rail network infrastructure, the fourth covers issues related to capacity allocation, the fifth chapter is about services offered to railway undertakings, and the sixth chapter deals with the infrastructure charge and charging principles. The Network Statement includes appendices that provide a more detailed description of the rail network features and other issues related to rail traffic operations.

1.6 Validity and Updating

1.6.1 Validity Period

The Network Statement is valid for one timetable period. It is published four months ahead of the expiry of the deadline for submission of capacity requests, that is 12 months ahead of the timetable period. The Network Statement 2008 is intended for the timetable period 2008, that is, for the period 9.12.2007–13.12.2008. The Network Statement for the timetable period 2009 will be published by 7.12.2007 at the latest.

1.6.2 Updating

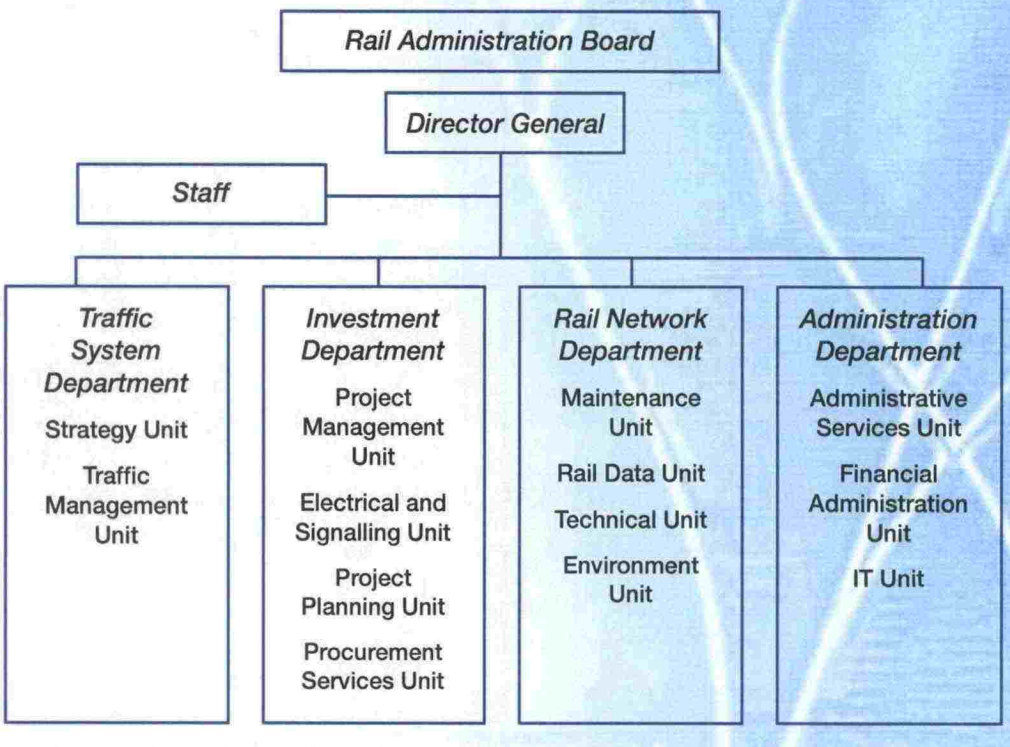
If information contained in item 1.3 changes, RHK will publish the changes in its publications.

The Appendix 11 of the Network Statement presents an estimate of the railway work that is to be done during the timetable period 2008 and which may affect traffic. The working programme, timing of tasks and the required railway work will change as the funding and plans become more focused. The Finnish Rail Administration will publish the list of railway work and maintain an updated version of the document on their Internet pages at http://www.rhk.fi.

1.7 Publishing

The Network Statement is published in three languages: Finnish, Swedish and English. If any discrepancies are found between the different language versions, the Finnish language version will prevail. The Finnish version of the Network Statement can be obtained in printed form from the Finnish Rail Administration and all language versions are available in PDF format on the Finnish Rail Administration's Internet pages at http://www.rhk.fi.

Development plans for the rail network for 2008–2011 are presented in RHK's Action and Financial plan (TTS) of RHK. Statistics concerning the rail network and railway traffic are presented in the annually published Finnish Railway Statistics.



Picture 1. Finnish Rail Administration's organisational chart.

1.8 Contacts

Finnish Rail Administration

The Finnish Rail Administration is a department subject to the Ministry of Transport and Communications. It is responsible for the maintenance and development of Finland's rail network, railway capacity allocation and traffic control.

Finnish Rail Administration
PO Box 185 (Keskuskatu 8)
FI-00101 Helsinki

Telephone: +358 20 751 5111
Fax. +358 20 751 5100
E-mail: info@rhk.fi, kirjaamo@rhk.fi
Internet: http://www.rhk.fi

On traffic related issues, please send your messages to the following e-mail address: oss@rhk.fi.

Other contact information can be found on RHK's Internet pages.

Ministry of Transport and Communications

PO Box 31 (Eteläesplanadi 16–18)
FI-00023 Government

Telephone: +358 9 160 02
Fax.+358 9 160 28596
E-mail: kirjaamo@mintc.fi
Internet: http://www.mintc.fi

Finnish Rail Agency

The Finnish Rail Agency is subject to the Ministry of Transport and Communications. It monitors general railway safety, the safety of railway systems and the safety of railway undertakings' and Finnish Rail Administrations' operations.

PO Box 84 (Jaakonkatu 3)
FI-00101 Helsinki

Telephone: +358 20 776 7611
Fax.+358 20 776 7630
E-mail: kirjaamo@rvi.fi
Internet: http://www.rautatievirasto.fi

Finnish Competition Authority

The Finnish Competition Authority operates under the Ministry of Trade and Industry. Its objective is to protect sound and effective economic competition and increase economic efficiency by promoting competition and abolishing competition restraints.

PO Box 332 (street address: Pitkänsillanranta 3 A)
FI-00531 Helsinki

Telephone: +358 9 731 41
Fax.+358 9 7314 3328
E-mail: kirjaamo@kilpailuvirasto.fi
Internet: http://www.kilpailuvirasto.fi

1.9 Co-operation between Infrastructure Managers

In January 2004, the European railway infrastructure managers established a common organisation to shape the business of European rail infrastructure. RailNetEurope or RNE is an organisation whose goal is to promote international traffic in the European railway infrastructure and sell and market the railway capacity managed by its members.

Instead of engaging in bilateral or multilateral co-operation, the European railway infrastructure managers established a single organisation, RNE, to represent all of its members from the European perspective. The goal is to harmonise regulations and promote European rail traffic, and in so doing benefit every member.

RNE consists of 29 members, either full or associated members or candidates. All in all RailNetEurope partners serve a network of around 230,000 km railway infrastructure. Also a ferry line has joined the association and contributes to lowering the barriers in international rail traffic. RNE's main target group consists of customers engaging in international business. The Infrastructure Managers involved in RailNetEurope today take care of 120 customers dealing with international business and over 300 companies involved in national rail traffic.

The RNE members have set up One Stop Shops (OSS) working as a network of customer contact points. For international path requests, the customer needs to contact only one of these OSS, which will coordinate the whole international path allocation process.

One Stop Shop

- Offers the customer support and information on the full product and service range of the Infrastructure Managers.
- Supplies all the information required to gain access to the infrastructure of any Infrastructure Manager participating in RNE.
- Handles requests for any international train path within RNE.
- Ensures that requests for the next timetable period are duly taken into account in the annual timetabling process.
- Provides train path offers for the whole international journey.

Each OSS contact is part of the international network aiming at making network access for customers as simple as possible. The OSS also provides information on infrastructure charges and train movements including quality monitoring. The OSS provides competent and efficient assistance across all borders, based on transparent, confidential and non-discriminatory procedures. The contact information of railway infrastructure managers' OSS contacts can be found on the RailNetEurope's Internet pages at http://www.railneteurope.com.

RailNetEurope members include:

- Administrador de Infraestructuras Ferroviarias (ADIF) (Spain)
- Banedanmark (Denmark)
- Banverket, Swedish National Rail Administration (BV) (Sweden)
- BLS Lötschbergbahn AG (BLS) (Switzerland)
- Ceské Dráhy (CD) / SZCD (Czech)
- Chemins de fer Hélleniques / Hellenic Railways (CH-OSE) (Greece)
- Compania Nationala De Cai Ferate S.A. (CFR) (Romania)
- DB Netz AG (Germany)
- Eurotunnel (France / England)
- Győr-Sopron-Ebenfurti Vasút Rt. / Raab-Oedenburg-
- Ebenfurter Eisenbahn AG (Austria / Hungary)
- Infrabel (Belgium)
- Jernbaneverket (JBV) (Norway)
- National Railway Infrastructure Company (NRIC) (Bulgaria)
- Network Rail (Great Britain)
- PKP Polskie Linie Kolejowe S.A. (PKP-PLK) (Poland)
- ProRail B.V. (the Netherlands)
- Public Agency for Rail Transport of RS (ÃZP) (Slovenia)
- Finnish Rail Administration (RHK) (Finland)
- Rede Ferroviária Nacional E.P. (REFER) (Portugal)
- Réseau Ferré de France ja Société Nationale des Chemins de fer Français (France)
- Rete Ferroviaria Italiana SpA (RFI) (Italy)
- Scandlines Deutschland GmbH (Germany / Sweden)
- Société Nationale des Chemins de Fer Luxembourgeois (CFL) (Luxemburg)
- Swiss Federal Railways SBB-Infrastructure (SBB CFF FFS) (Switzerland)
- SZ Holding Slovenske zeleznice d.o.o. Infrastructure (SZ) (Slovenia)
- Trasse Schweiz AG / Swiss Train Paths Ltd. (Switzerland)
- Vasúti Pályakapacitás-elosztó Kft. (VPE) (Hungary)
- Železnice Slovenskej republiky (ZSR) (Slovakia)
- ÖBB Infrastruktur Betrieb AG (Austria).

Network Statements of Other Countries

Internet addresses and names of Network Statements published by other rail network administrators are listed in Appendix 13.

1.10 Glossary

- **Coordination** refers to a procedure by which RHK and the applicants attempt to solve situations where there are competing requests for infrastructure capacity.

- **Infrastructure capacity** refers to the capacity of a train path to carry train traffic over a particular period and depending on the characteristics of the rail network.

- **Infrastructure maintenance** refers to construction, maintenance and development of tracks, of structures, equipment and systems connected with them, as well as of real property needed for infrastructure maintenance.

- **Museum train traffic** refers to traffic operated on a small scale on the rail network by a non-profit association with museum trains or comparable rolling stock.

- **Private siding** refers to a track which is connected to the state-owned rail network according to the private siding connection permit. The connection permit is provided by the Finnish Rail Administration.

- **Railway undertaking** refers to a company or other association under private law whose main activity is to operate rail traffic. The company must have an appropriate operating licence issued in the European Economic Area and possess the rolling stock needed for operating traffic. Undertakings providing only traction services are also regarded as railway undertakings.

- **Traffic control** is the management of traffic on individual train paths. In addition traffic control duties include issuing train safety notices and permits required for train traffic. Traffic control personnel also receive information and issue permits for work done on or near the tracks and receive information on the termination of such work. The remote control operator or train dispatcher is responsible for the traffic control. If so required due to the volume of traffic and safety apparatus a signals or turnout worker, shunting foreman, engine driver or a worker responsible for the safety of work done near the tracks or other person appointed in due order for the task may participate in traffic control to the extent required by their task.

2 Access Conditions

2.1 Introduction

Access requirements to the rail network are listed in this chapter. The prerequisites for operating railway traffic are an operating licence, safety certificate or museum traffic operator's licence, allocated capacity and an access contract. In addition, for example, the rolling stock acceptance process and traffic safety staff qualifications are described in this chapter.

2.2 General Access Requirements

The legal framework of access to infrastructure is described in the Railway Act (555/2006). The provisions issued by the Finnish Rail Agency and RHK shall be observed on the state-owned rail network. Information on the provisions issued by the Finnish Rail Agency and RHK currently in force is available from the Finlex Data Bank, http://www.finlex.fi.

The Government Decree on safety and interoperability of the rail system (750/2006) lays down, for example, the essential requirements for the rail system. The essential requirements can be supplemented with separate provisions.

2.2.1 General Requirements for Operating Railway Traffic

Operation of rail traffic on the state-owned rail network requires that the railway undertaking and international grouping of railway undertakings meet the following conditions:

1) The railway undertaking or international grouping of railway undertakings shall have an operating licence issued by the Ministry of Transport and Communications in accordance with the Railway Act or a corresponding operating licence issued in the European Economic Area, unless the question is of museum train traffic referred to in the Railway Act.
2) The licence holder shall have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Rail Agency, which covers all the train paths on which traffic will be operated.
3) Capacity has been allocated to the railway undertaking for its traffic.
4) The licence holder shall make an access contract with RHK
5) Other conditions for operating rail traffic, laid down in or under the Railway Act are in all respects fulfilled.

Access conditions and phases for entering the market are presented in Figure 2.

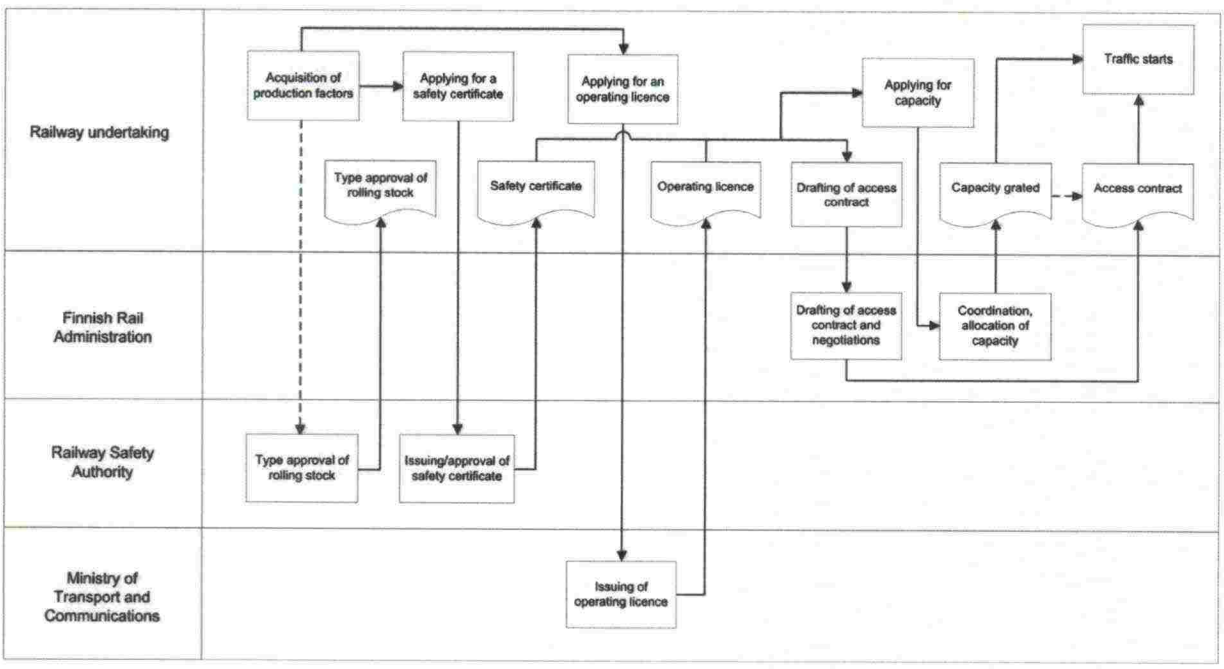


Figure 2. Phases for entering the market

Museum Traffic

The same requirements described in this Network Statement are applied to museum train traffic as to other rail traffic, except with regard to the operating licence. The law provides that a museum traffic operator must have an operating licence granted by the Finnish Rail Agency, and that the licence corresponds with the railway undertaking's safety certificate. The operating licence will be granted upon application for a maximum of five years at a time. The prerequisite for granting the operating licence is that the museum traffic operator has sufficient liability insurance and risk management system, their rolling stock has been approved by the Finnish Rail Agency, and the persons attending to the traffic operation possess the required competence.

Capacity may be requested only as urgently needed capacity. RHK has drawn up instructions for museum train traffic operators for attending to certain matters regarding access to the network.

2.2.2 General Requirements for Access to the Rail Network

The following railway undertakings or international grouping of railway undertaking may access the state rail network to operate train traffic.

1) the railway undertakings and international groupings of railway undertakings referred to in the Railway Act providing domestic freight services or passenger services in international rail traffic between states belonging to the European Economic Area;
2) the rail transport operating subsidiary of the limited company referred to in the Act on the Incorporation of the Finnish State Railways (20/1995) for providing services in domestic passenger traffic, as well as in traffic between Finland and Russia.

These railway undertakings and international groupings of railway undertakings may use the rail network in accordance with the Railway Act and the traffic operating points on the state-owned rail network for their traffic operating on separately agreed conditions (access contract). Other undertakings or associations may also use individual traffic operating points on the rail network for their rail services, provided that this traffic serves a private siding connected to a traffic operating point and that an agreement on traffic operating has been made with RHK.

2.2.3 Operating Licence

The Ministry of Transport and Communications issues an operating licence for the operation of rail traffic to applicants established in Finland. The granted operating licence is valid for the time being and the Ministry reviews the operating licence and its conditions every five years. An operating licence issued in one state belonging to the European Economic Area is valid throughout the territory of the European Economic Area. An operating licence granted elsewhere must be delivered to the Ministry of Transport and Communications for information.

The prerequisite for granting the operating licence is that the main activity of the undertaking is to operate rail traffic. The undertaking mustalso have a safety certificate issued or approved by the Finnish RailAgency, a solid financial standing, a competent management team and asufficient liability insurance. The application for an operating licence isdelivered to the Ministry ofTransport and Communications.

2.2.4 Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by the Finnish Rail Agency. If the railway undertaking possesses a security certificate granted in another country in the European Economic Area, it need not apply for a new security certificate. The security certificate granted in another country must be approved by the Finnish Rail Agency. The security certificate will be granted or approved for a maximum of five years at a time. The undertaking must apply for a new security certificate as soon as its old certificate is no longer valid.

The purpose of the safety certificate is to ensure that the applicant fulfills the safety requirements for its operations and that the undertaking has the necessary qualifications to operate safely on the rail network. These requirements are presented in the Railway Act. It is also possible to include other requirements in the safety certificate regarding railway safety. The purpose of these requirements is ensure railway safety while taking into consideration the nature and scope of the railway traffic of the applicant. The aforementioned requirements are presented in more detail and explained in the instructions on how to apply for a safety certificate drawn up by the Finnish Rail Agency.

The Finnish Rail Agency requires information on:

- applicant's safety management system and other arrangements by the undertaking and its management ensuring that regulations concerning rail traffic safety are observed
- applicant's management and personnel in charge of traffic safety is competent and professionally trained
- applicant's rolling stock meets the set requirements and its service and maintenance has been properly arranged, and
- applicant has sufficient insurance or some other arrangement.

The Finnish Rail Agency has drawn up instructions on how to apply for a security certificate. The form used to apply for the security certificate can be obtained from the Finnish Rail Agency. The written application shall be submitted to the Finnish Rail Agency, which shall consider the application and if necessary request further information. The Finnish Rail Agency shall decide on the issuance or approval of the operating licence within four months after the request has been filed. The Finnish Rail Agency may grant a safety certificate for the entire state rail network or individual train paths. If the nature or scope of the undertaking or international grouping of railway undertakings changes fundamentally, it shall apply for a new safety certificate or request that the Finnish Rail Agency reapproves the safety certificate.

2.2.5 Insurance

A rail transport operator and a maintenance railway/work undertaking shall have sufficient liability insurance or other corresponding arrangement in case of such damage incurred by a party due to rail transport operations for which the operator a maintenance railway/work undertaking is by law or contract responsible. The nature and scope of operations and risks related to the operations must be taken into account in evaluating the sufficiency of the insurance or a similar arrangement. The insurance or other corresponding arrangement shall be in force for the duration of the entire period during which rail transport is operated.

2.3 How to Apply for a Train Path

A railway undertaking has to meet the following criteria to apply for rail capacity:

- The undertaking shall have an operating licence in conformity with the Railway Act or a corresponding licence issued in the European Economic Area unless it is a question of museum traffic referred to in the Railway Act.
- The undertaking shall, in compliance with the Railway Act, have a safety certificate for all the train paths on which the undertaking is planning to operate.

Applying for rail capacity and capacity allocation are described in Chapter 4 of the Network Statement.

2.4 General Business Conditions

2.4.1 Framework Agreement

RHK may make a framework agreement on the use of capacity with applicants for capacity. The purpose of such an agreement is to specify the characteristics of the capacity requested by the applicant. The framework agreement does not, however, entitle the applicant to obtain such capacity as is specified in the agreement.

Railway undertakings shall request the capacity specified in the framework agreement for each timetable period separately. RHK also allocates the capacity specified in the framework agreement following the procedure laid down in the Railway Act. Correspondingly, the access contract shall be concluded for each timetable period separately regardless of the framework agreement. The framework agreement does not, however, impede the application of the provisions of the Railway Act to other applicants for capacity.

The framework agreement is made for a maximum of five years. For special reasons, RHK may, however, also conclude framework agreements for a longer period. Conclusion of an agreement for more than five years can, however, be justified only by contracts, special investments or special business risks connected with the transport business of the party with which the agreement is concluded, as well as by the large-scale and long-term investments of the party with which the agreement is concluded or the contractual obligations connected with such activities.

2.4.2 Access Contract

Railway operators and museum traffic operator shall make an access contract with RHK on the use of necessary services with regard to the state rail network and operating railway traffic. These services include, for example, the use of marshalling yards, storage sidings and other tracks, as well as use of traffic control services. It is also possible to agree on other practical arrangements concerning railway traffic operations.

The railway traffic operator shall contact RHK to prepare the access contract and contractual negotiations as early as possible, preferably before applying for capacity. RHK makes this contract with each licence holder while taking into account the nature and scale of capacity allocated. The access contract is made for each timetable period and can be changed if decisions made during the timetable period concerning the allocation of capacity or other facts, for example, concerning the condition of the rail network so require. The access contract can only be concluded after all conditions stipulated in the Railway Act for operating railway traffic have been fulfilled. After the contract has been concluded, traffic may begin.

2.5 Operational Rules

Operational rules drafted by RHK can be viewed on the Finlex web site and other information on the RHK's and Finnish Rail Agency's web sites.

2.6 Exceptional Transport

Traffic restrictions are dealt with in item 3.4. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex web site and other instructions on the Finnish Rail Agency and RHK web sites.

2.7 Dangerous Goods

Transport of dangerous goods is dealt with in item 3.4.3. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex web site and other instructions on the Finnish Rail Agency and RHK web sites.

2.8 Rolling Stock Acceptance Guidelines

An authorisation issued by the Finnish Rail Agency is required for placing rolling stock in service. This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which are laid down in legislation.

The requirements are based on the interoperability requirements for the rail system in accordance with Community law and the Finnish Rail Agency has issued complementary and more detailed instructions. Conformity can be proved by the EC Declaration of Conformity or a corresponding declaration issued within the European Economic Area. In other cases, the Finnish Rail Agency is responsible for technical approval for the authorisation to place rolling stock in service.

The Finnish Rail Agency maintains a register used to monitor the validity and traffic safety of rolling stock. The purpose is to promote railway system safety and identify rolling stock. The rolling stock is recorded in a register maintained by the Finnish Rail Agency, if the rolling stock has been granted a commissioning licence in Finland. Rolling stock that will be used on the state's rail network and has been granted a commissioning licence elsewhere within the European Economic Area or in a country outside the EEA must also be recorded in the register. Any rolling stock used on private sidings will also be recorded in the register.

The Finnish Rail Agency can also register rolling stock for a limited time upon request. A fixed-period registration is also possible for any rolling stock that has been granted a commissioning licence in another country, if it has been granted a commissioning licence in Finland and is used on the state's railway network only temporarily.

The rolling stock register must include information on the owner, holder and renter of the rolling stock. The more detailed regulations on related information on other rolling stock to be recorded in the register will be set forth in a Council of State decree.

With regards to any rolling stock used for rail traffic between Finland and Russia, the register must include information on the vehicle owner or renter, any possible limitations on the vehicle use and information on the vehicle's maintenance plan in so far as is essential to the vehicle safety.

2.9 Safety Acceptance

Traffic safety staff shall meet the health, training and other qualification requirements laid down in Finnish legislation. Specific provisions on qualifications are laid down in the Traffic Safety Tasks Act which came into force on 1.1.2005. The Act lays down qualification requirements for personnel working with traffic safety tasks which have a direct impact on rail traffic safety. Those working in these tasks shall also meet the Finnish Rail Agency requirements concerning health, training and other qualifications. The qualification requirements vary depending on the job.

Before the Finnish Rail Agency issues or approves a safety certificate, the railway operator shall provide it with information on the qualifications of its traffic safety staff. An operator engaged in museum traffic must provide the Finnish Rail Agency with the corresponding information for issuing the operating licence. If necessary, the Finnish Rail Agency may upon issuing the safety certificate or operating licence examine in other ways and in more detail whether a person or persons employed by the railway traffic operator or otherwise connected to his or her operation meets the set qualifications.

3 Infrastructure

3.1 Introduction

The infrastructure refers to the state-owned rail network managed by RHK. RHK is responsible for infrastructure maintenance, that is, for the construction and maintenance of tracks, of structures and equipment connected with them, as well as of real property needed for infrastructure maintenance.

3.2 Extent of Network

3.2.1 Limits

The available network is presented graphically in Figure 3 (state-owned rail network in the beginning of timetable period 2008) and in Appendix 1 (Infrastructure Register).

The following line sections are closed to traffic:

- Kankaanpää–Niinisalo
- Kihniö–Aitoneva
- Raudanlahti–Säynätsalo
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara.

The closure of the following line sections is planned for the timetable period 2008.

- Parkano–Niinisalo
- Parkano–Kihniö
- Kiukainen–Säkylä.

The following line sections are open to traffic in summer only (no snow ploughing, no maintenance of switches, no snow and ice clearance at level-crossings):

- Kiukainen–Säkylä.
- Isokylä–Kelloselkä

3.2.2 Connected Railway Networks

There is a rail connection from Finland to Sweden via Tornio. The main outlines of traffic operating on the Tornio–Haaparanta line section are presented in Appendix 3. The Swedish infrastructure manager is Banverket.

A rail connection exists from Finland to Russia via Vainikkala, Imatrankoski, Niirala and Vartius. Rail traffic between Finland and Russia is based on the Rail Traffic Agreement between Finland and Russia. Traffic between Finland and Russia is not internal international traffic within the European Economic Area. Only VR Limited has access to the Finnish rail network in traffic between Finland and Russia.

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Typologies

The network is presented in Figure 3 (rail network map) and in the infrastructure register (Appendix 1).

3.3.1.2 Track Gauges

The nominal track gauge on the rail network 1,524 mm. The tolerance range is -10...+30 mm. The speed-dependent limit values for the track gauge are indicated in the RAMO publication, part 13 "Radan tarkastus" (Track inspection).

3.3.1.3 Stations and Nodes

The available traffic operating points (stations) are presented in Figure 4 (rail traffic operating points) and in Appendix 2 (Rail Traffic Operating Point Register).

The following traffic operating points are open for traffic in summer only (no snow ploughing, no maintenance of switches, no snow and ice clearance at level-crossings):

- Kauttua
- Säkylä.

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The loading gauge (KU), Appendix 4, and the structure gauge (ATU) FIN1, Appendix 5, are used throughout the state-owned rail network. On private industrial sidings, there may be both loading and structure gauge limitations, which railway undertakings shall clarify separately for carrying out transportation.

The vehicle gauge (LKU) is specified in the LIMO publication, point 1 "Yleiset määräykset" (General rules).

3.3.2.2 Weight Limits

Axle loads

22.5 ton axle loads are permitted on most of the rail network. The maximum permitted axle loads per line section are indicated in Appendix 6 (Line Categories and Permitted Speeds for Different Axle Loads).

Metre Loads

The permitted metre load of rolling stock throughout the state-owned rail network is 8.0 tons/m.

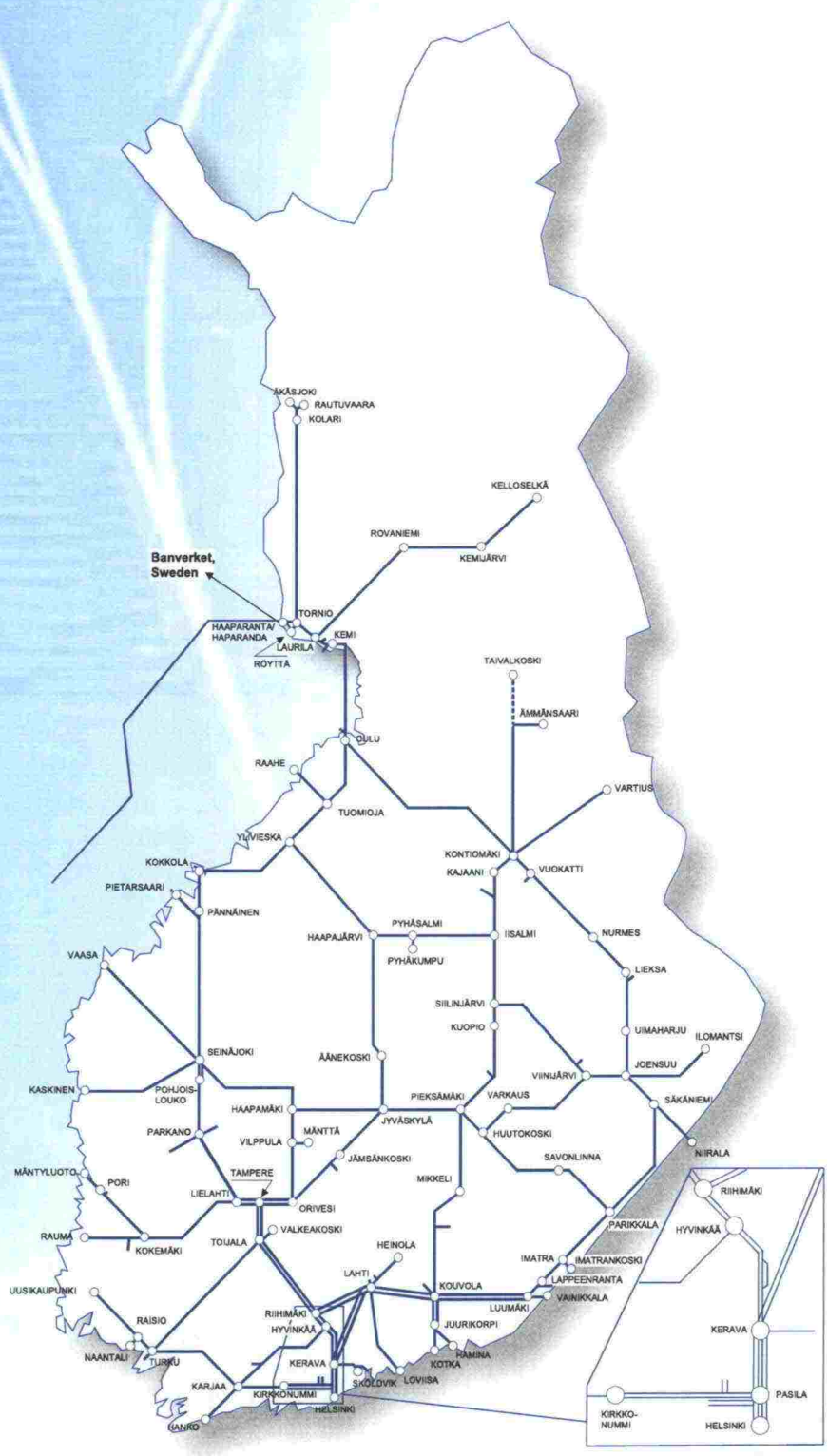
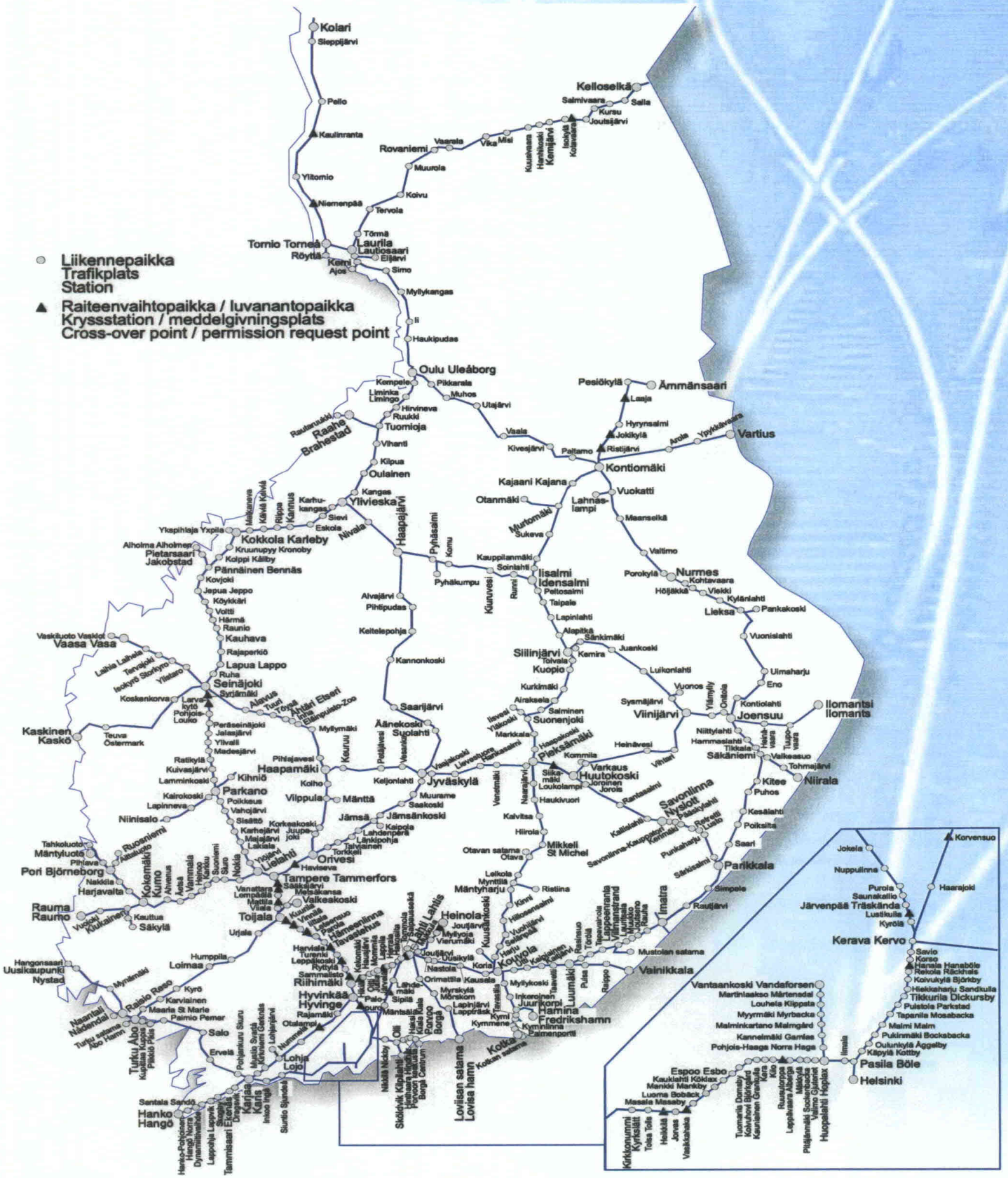


Figure 3. State-owned rail network at the beginning of timetable period 2008.


Liikennepaikka
Trafikplats
Station
Raiteenvaihtopaikka / luvanantopaikka
Kryssstation / meddelgivningsplats
Cross-over point / permission request point
Kolari
Sieppijärvi
Pello
Kaulinranta
Rovaniemi
Vaasala
Vika
Misi
Kuusivaara
Harihuoski
Kemijärvi
Isokylä
Kolmisoppi
Kelloselkä
Salmivaara
Salla
Kursu
Joutsijärvi
Muurola
Ylitornio
Koivu
Niemenpää
Tervola
Tornio Torneå
Törmä
Laurila
Lautosaari
Röytlä
Kemi
Ajos
Eljärvi
Simo
Myllykangas
Ii
Haukipudas
Oulu Uleåborg
Kempele
Pikkarala
Liminka
Limingo
Muhos
Utajärvi
Hirvineva
Ruukki
Raahe
Brahestad
Rautaruukki
Tuomioja
Vihanti
Kilpua
Oulainen
Pesiökylä
Ämmänsaari
Lasja
Hyrynsalmi
Jokikylä
Ristijärvi
Ardia
Ypykkävaara
Vartius
Vaala
Kivesjärvi
Paltamo
Kontiomäki
Kajaani Kajana
Vuokatti
Otanmäki
Lahnas-lampi
Muhos
Sukeva
Meanselkä
Valtimo
Kangas
Yli-Vieska
Karhu-kangas
Sievi
Eskola
Nivala
Haapajärvi
Pyhäsalmi
Kalliosalmi
Kalliokangas
Rippa
Karnua
Yksipihlaja Yxpila
Kokkola Karleby
Kruunupyy Kronoby
Kolppi Kälby
Alholma Alholmen
Pietarsaari
Jakobstad
Pännäinen Bennäs
Kovjoki
Jepua Jeppo
Köykkäri
Voltti
Härmä
Raunio
Kauhava
Rajaperkiö
Lapua Lappo
Ruha
Seinäjoki
Syrjämäki
Koskenkorva
Larvan kytö
Pohjois-Louko
Alavus
Tuori
Töysä
Ähtäri Etseri
Ähtärin Eläinpuisto-Zoo
Peräseinäjoki
Jalasjärvi
Ylihärmä
Madesjärvi
Myllymäki
Vaskiluoto Vasklot
Vaasa Vasa
Lehtiä Lehtois
Tervajoki
Isokyrö Storkyro
Ylistaro
Kaskinen Kaskö
Teuva Östermark
Saarijärvi
Äänekoski
Suolahti
Kuorevesi
Pihlajavesi
Ratikylä
Kuivasjärvi
Lamminkoski
Haapamäki
Kihniö
Parkano
Kairokoski
Lapinneva
Vilppula
Kolho
Mänttä
Keljonlahti
Jyväskylä
Muurame
Saakoski
Jämsä
Jämsänkoski
Kaipola
Lahdenperä
Lankipohja
Tahvainen
Torkkeli
Niinisalo
Sisättö
Korkeakoski
Karhejärvi
Maijanlahti
Laukaa
Jyväskylä
Laukaa
Suolahti
Äänekoski
Saarijärvi
Pihlajavesi
Kuorevesi
Viitasaari
Pieksämäki
Kommila
Varkaus
Huutokoski
Joroinen
Jorois
Heinävesi
Virtasalmi
Savonlinna
Nyslott
Pääskylahti
Retretti
Luusi
Poiksilta
Kesälahti
Puhos
Kitee
Niirala
Ilomantsi
Ilomants
Joensuu
Viinijärvi
Sysmäjärvi
Ylämylly
Ontola
Kontiolahti
Niittylahti
Hammaslahti
Tikkala
Heinävaara
Tuupovaara
Valkeasuo
Tohmajärvi
Säkäniemi
Lieksa
Pankakoski
Vuonislahti
Ulimaharju
Eno
Kuopio
Kurkimäki
Airaksela
Iisvesi
Ylälkoski
Salminen
Suonenjoki
Markkala
Haapaniemi
Pieksämäki
Siilinjärvi
Toivala
Kemira
Juankoski
Luikonlahti
Kuopio
Alapitkä
Sänkimäki
Lapinlahti
Taipale
Peltosalmi
Iisalmi
Idensalmi
Soinlahti
Pyhäkumpu
Kiuruvesi
Rumi
Nurmes
Porokylä
Kontavaara
Höljäkkä
Viekki
Kylänlahti
Pyhäsalmi
Komu
Kauppilanmäki
Alvajärvi
Pihtipudas
Keitelepohja
Kannonkoski
Nurtomäki
Sukeva
Otanmäki
Kajaani Kajana
Vuokatti
Lahnas-lampi
Meanselkä
Valtimo
Kontiomäki
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Raahe
Brahestad
Hirvineva
Ruukki
Liminka
Limingo
Muhos
Utajärvi
Kempele
Pikkarala
Oulu Uleåborg
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Vaasala
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Misi
Kuusivaara
Harihuoski
Kemijärvi
Isokylä
Kolmisoppi
Kelloselkä
Salmivaara
Salla
Kursu
Joutsijärvi
Kaulinranta
Pello

Figure 5. The Finnish TEN network.

3.3.2.3 Line Gradients

The maximum gradient is 12.5 mm/m on the main lines and 22.5 mm on the secondary lines. The characteristic gradients of the line sections are indicated in Appendix 1 (Infrastructure Register).

3.3.2.4 Line Speeds

The maximum speed is 220 km/h for passenger trains and 120 km/h for freight trains. The speeds permitted for passenger and freight trains on the rail network are indicated in Appendix 6 (Line Categories and Permitted Speeds for Different Axle Loads).

3.3.2.5 Maximum Permitted Train Lengths

The maximum train length permitted on a line section shall be such that trains can also use secondary tracks at the traffic operating points. An agreement concerning the exceptional transport and other special transport must be made seperately. Trains need not, however, be capable of using all secondary tracks at all traffic operating points. The train lengths used for dimensioning line sections are 550, 625, 725, 825 and 925 metres. The longest secondary tracks at each traffic operating points are indicated in Appendix 2 (Rail Traffic Operating Point Register).

3.3.2.6 Power Supply

On all electrified lines, power is taken from the catenary above the track in such a way that one or both of the running rails form a return circuit. Rated voltage is 25 kV/ 50 Hz AC. The electrified line sections are indicated in Appendix 1 (Infrastructure Register).

For fixed installations, electrification is described in part 5 "Sähköistetty rata" (Electrified railway) of the RAMO publication, and for the electric equipment of rolling stock in the LISO publication.

3.3.3 Traffic Control and Communications Systems

3.3.3.1 Signalling Systems

The signalling systems in use are indicated in Appendix 1 (Infrastructure Register) and graphically in Appendix 7 (Signalling Systems).

A line with section block is a line divided into block sections. Only one train may be in a block section at a time.

Hot box detectors have been placed on the rail network at 50 km intervals on line sections on which the greatest speed is or can be over 160 km/h. In addition hot box detectors have been placed near the busiest junction stations. A map of the location of the hot box detectors is presented in Appendix 7.

3.3.3.2 Traffic Control Systems

The line sections equipped with an automated traffic control system are indicated in Appendix 1 (Infrastructure Register) and in Appendix 7 (Signalling Systems). The following automated traffic control systems are used: centralised traffic control; train detection and train integrity monitoring; and radio control. On the CTC- and radio-controlled lines, all routes are equipped with the remote control of points and routes. On the secondary, loading and storage sidings of these line sections, however, local route setting may also be necessary. On radio-controlled lines, routes shall be set locally if it is necessary to operate on secondary, loading or storage sidings.

3.3.3.3 Communications Systems

The Train Safety Regulations (JT) prescribe the documents the engine driver must have at his disposal before departure. The contents of these documents are described in more detail in the Train Safety Regulations.

Information on exceptional situations is transmitted through the Advance Notification System (ETJ), maintained by RHK. The railway undertakings shall join this system, which transmits information both on circumstances affecting traffic operating temporarily and on permanent changes on the selected route practically in real time.

Communication between traffic controllers and drivers takes place in the Finnish language orally, by phone, through signals or by radio. A line radio system with a channel reserved for each line section is used on the rail network. The same radio system can also be used for directing shunting operations provided that the parties agree on the channels to be used. Speech is heard by all shunting units operating on the same channel within the range of audibility.

Speech transmitted via voice communication devices is recorded. Recordings are used for controlling traffic communication, as well as for investigating accidents and hazardous situations.

3.3.3.4 ATP Systems

Automatic train protection (ATP) means equipment with which it is ensured that trains keep to the speed limits and obey other signals.

The Train Safety Regulations (JT) make it possible to operate without ATP equipment at 80 km/h on a line with ATP. Museum trains and track machinery which do not yet have ATP equipment may operate on the network under current terms.

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

RHK may designate a train path or a part of it as specialised infrastructure, if there are sufficiently alternative routes for other traffic. Specialised infrastructure refers to a train path or a part of it on which priority is given to the type of traffic for which the infrastructure is specialised. So far RHK has not designated any line section in Finland as specialised infrastructure.

3.4.2 Environmental Restrictions

The requirements laid down in RHK's LIMO publication are applied when registering rolling stock. LIMO sets out general and special requirements for rolling stock concerning noise, vibration, electromagnetic interferences, emissions, environmentally dangerous substances and the use of recycled construction materials.

Vibration-related speed restrictions are imposed on parts of the railway line on twelve line sections throughout Finland. The restrictions mainly apply to over 3,000 ton gross weight heavy trains (Appendix 8).

3.4.3 Dangerous Goods

Finland has signed the intergovernmental COTIF Convention, which regulates international rail traffic. Russia and other CIS countries have not acceded to the COTIF Convention. One of the annexes to COTIF are the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID). The RID Regulations apply as such to the international rail transport of dangerous goods. The domestic rail transport of dangerous goods is regulated by the provisions transposed into Finnish legislation in accordance with the RID framework directive (96/49/EC).

The most important differences compared to the RID regulations are as follows: cold resistance requirement for certain packagings and tanks in domestic traffic is -40°C (RID -18 and -20°C); as well as the regulations concerning protection wagons and the bringing of wagons loaded with explosives to traffic operating points and the temporary storage of explosives. The decree of the Ministry of Transport and Communications also takes into account the requirements of the VOC directive (94/63/EC) concerning the recovery of vapours from petrol in connection with rail transport.

No absolute restrictions have been imposed on the transport of dangerous goods if carried out according to the regulations. It is recommended that wagons loaded with dangerous goods should not be parked in densely populated or groundwater areas. The transport of dangerous goods on tracks with spike fastening or laid with 43 kg rails shall be avoided.

It is prescribed by the Government Decree that railway undertakings shall carry out a safety analysis for railway yards through which considerable quantities of dangerous goods are carried. The safety analysis shall be submitted to the local rescue and environmental authorities for an opinion. The safety plan is approved by the Finnish Rail Agency.

3.4.4 Tunnel Restrictions

There are tunnel restrictions on the Helsinki–Turku line section. The restrictions are indicated in Appendix 9.

3.4.5 Bridge Restrictions

Bridge restrictions are described in Appendix 10.

3.5 Availability of the Infrastructure

Other restrictions than those listed in item 3.4 are described in the Train Safety Regulations (JT) and in the Advance Notification System (ETJ). Track work causing traffic restrictions is presented in Appendix 11.

3.6 Passenger Stations

The lengths of passenger platforms (shortest/longest) are indicated in Appendix 2 (Rail Traffic Operating Point Register). The platforms not maintained by RHK are indicated in brackets.

3.7 Freight Terminals

Loading possibilities are indicated in Appendix 2 (Rail Traffic Operating Point Register). K means "yes" and Y "private". For loading platforms, the register lists their available length.

Private siding connections at traffic operating points are indicated by the marking "Private sidings" in Appendix 2 (Rail Traffic Operating Point Register).

3.8 Service Facilities

3.8.1 Train Formation Yards

Train formation yards are railway yards in which the layout and size of the track system make it possible to form trains. The train formation yards are indicated by the marking "Shunting" in Appendix 2 (Rail Traffic Operating Point Register).

3.8.2 Storage Sidings

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting for a transport task. Storage sidings can also be used for other purposes required by traffic operating. The local traffic control centre determines which tracks are used as storage sidings.

3.8.3 Maintenance and Service Facilities

The 400 and 1,500 V power supply facilities for rolling stock are indicated in Appendix 2 (Rail Traffic Operating Point Register). For the 400 V power supply, also the maximum current available is indicated in amperes. The use of maintenance and service facilities requires an agreement with their owner.

3.8.4 Refuelling Facilities

The Finnish Rail Administration does not own refuelling equipment or provide refuelling services. The Appendix 2 (Rail Traffic Operating Point Register) shows the refuelling facilities on traffic operating points. The use of refuelling facilities requires an agreement with their owner.

3.8.5 Technical Equipment

The use of other technical equipment (e.g. scales, cranes, etc.) must be agreed with their respective owners. The Finnish Rail Administration does not provide this equipment for railway companies to use. The Appendix 2 (Rail Traffic Operating Point Register) shows the cranes located on traffic operating points.

3.9 Infrastructure Development

Rail network development plans are presented in RHK's Action and Financial plan for the years 2008–2011. At the end of 2006, approximately 1/5 of the rail network had a superstructure more than 30 years old and in need of renovation. The most critical challenge for the track maintenance during this planning period is the completion of the renovation, which to date has progressed well, and its extension to railway yards. At the same time increased costs brought on by the increase in the prices of technology and materials must be kept under control.

Discussions over the future of the part of the rail network with low traffic volumes will be held during this planning period. Decisions concerning the length of the railway network must be made before the renovation of track sections with low traffic volumes becomes inevitable.

The development plans for the years beyond the period covered by the Action and Financial Plan are presented in the "Rail Network 2030" report.

4 Capacity Allocation

4.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (555/2006) and in the Government Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (751/2006).

4.2 Description

Capacity for operating regular train services on the state-owned rail network shall be requested from RHK for each timetable period within the time defined. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation is shown in a diagrammatic form in Figure 6. It is also possible to make ad hoc requests for capacity for other than regular traffic.

Requesting Track Capacity

The principles of capacity requests are described in the Railway Act (555/2006) and in the Government Decree on the Timetable Period in Rail Traffic and Applying for Infrastructure Capacity (751/2006). The Finnish Rail Administration has drawn up instructions for capacity requests in order to specify the Act and the Decree. These instructions are currently being updated and once completed the new instructions will be available from the Traffic Control Unit of the Finnish Rail Administration's Traffic System Department. This chapter describes the contents of the existing instructions. These instructions can be used for requesting capacity for the purpose of operating regular services; and also, as appropriate, for ad hoc capacity requests.

Requests for capacity shall be made in writing. The request may, however, also be sent electronically, as provided in the Act on Electronic Service in the Administration (13/2003).

Written requests shall be addressed to RHK's Traffic System Department at the following address:

Finnish Rail Administration
Traffic System Department/
Traffic Management Unit
PO Box 185
FI-00101 Helsinki
E-mailed requests for capacity shall be sent to:
kirjaamo@rhk.fi

In accordance with the capacity request instructions, railway undertakings shall in their requests for capacity give the following information on each train:

- train diagram (train graph);
- departure and arrival time;
- train type (passenger / freight train);
- maximum permitted speed;
- times / days / periods of operation.

In addition to the above-mentioned information, railway undertakings may also give the following train information:

- train number;
- priority order class;
- stops of passenger trains/ handling points of freight trains;
- other information relating to operation.

Railway undertakings may also request part of the capacity without indicating exact requirements concerning the days of operation or the train graph. Such a train could be placed in operation on the conditions to be specified in the capacity allocation decision under the direction of RHK's Traffic Control. In that case, the information on "times / days / periods of operation" need not be given in the request. RHK will request further information from the applicant if the coordination process so requires.

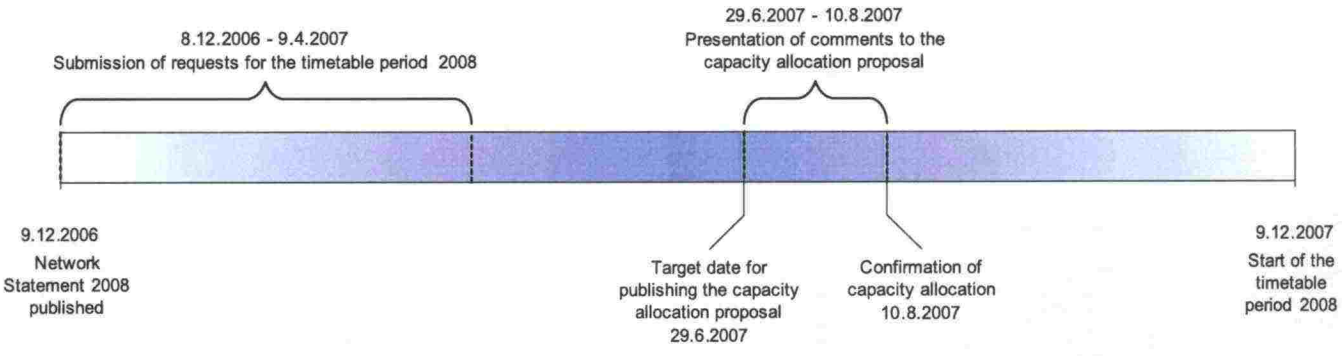

Figure 6. Diagrammatic presentation of the schedule for train path requests and for allocation process.

4.3 Schedule for Train Path Requests and Allocation Capacity Requests

4.3.1 Schedule for Working Timetable

The timetable period in rail traffic starts annually at the second weekend of December, at 00.00 hrs on the night between Saturday and Sunday, and ends at the corresponding time the following year. The timetable period 2008 will start on 9.12.2007 and end on 13.12.2008. Correspondingly, the timetable period 2009 will start on 14.12.2008 and end on 12.12.2009. Applicants for capacity shall request capacity no earlier than 12 and no later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period.

Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period concerned at specified dates, provided that these changes do not affect the capacity allocated to other railway undertakings or to international traffic within the European Economic Area. The changes may take effect at 00.00 hrs on the night between Saturday and Sunday in the beginning of the timetable period and at the weekend following the end of the school year. In addition to the above dates, the Finnish Rail Administration may for special reasons decide on other dates on which changes can take place. The Finnish Rail Administration shall inform all railway undertakings of possible new dates on which the capacity for regular services may be changed.

Requests for changing capacity allocated for regular services must be submitted not later than four weeks before the date on which the change shall take effect.

4.3.2 Requesting Infrastructure Capacity for Temporary Traffic

Applicants for capacity may request capacity from RHK regardless of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests for the time period between the change dates can be made after the capacity application period has ended. Infrastructure capacity for museum traffic can be applied no earlier than four months before the scheduled departure. The Finnish Rail Administration will announce its decision concerning the capacity request within five working days of receiving the application.

Ad hoc capacity requests must be made in writing. The request may, however, also be sent electronically, as provided in the Act on Electronic Service in the Administration. Contrary to the provisions of this Act, the decision on a request submitted electronically may be sent to the applicant for information by telefax or electronic mail as well. In such cases, the applicant is considered to have been informed of the decision after the telefax message or electronic mail has been sent to the applicant.

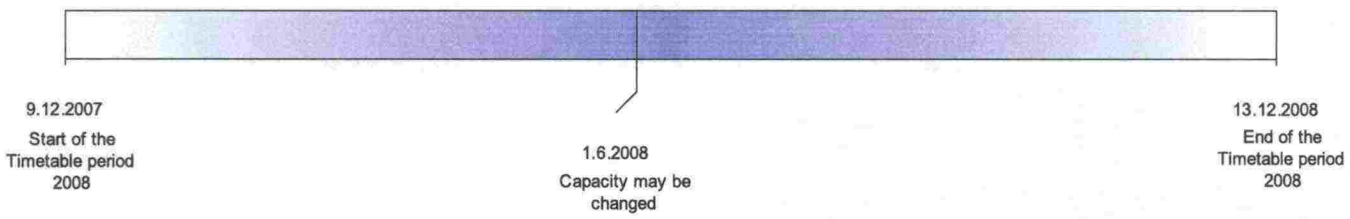

Figure 7. Dates on which the capacity for regular services may be changed during the timetable period 2008.

4.4 Allocation

4.4.1 Coordination

Based on the applications, RHK draws up the capacity allocation proposal (called "draft working timetable" in the Railway Act) for the next timetable period no later than four months after the deadline for the submission of requests for capacity. It has, however, been agreed by European railway infrastructure managers that no more than 2.5 months shall be used for the coordination of requests. The capacity allocation proposal contains information on the capacity that RHK proposes to allocate to an applicant only to such an extent and with such restrictions as is necessary for implementing traffic control for the use of this capacity.

The capacity allocation proposal is primarily based on the assumption that the requested capacity will be allocated, provided that the different train paths enable railway traffic to be operated in accordance with the technical and safety requirements. In order to improve the use of infrastructure capacity, RHK may, however, offer applicants capacity that does not essentially differ from the capacity they have requested. RHK may also decide not to allocate capacity, provided that reserve capacity is needed for the timetable period as a result of the priority order applied to rail traffic.

RHK sends the capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall be presented within 30 days after receipt of the capacity allocation proposal. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted from the date on which RHK publishes an announcement in its collection of regulations that the capacity allocation proposal has been prepared.

Coordination for the Timetable Period

If there are several applicants for the same capacity or the requested capacity affects the capacity requested by another applicant, RHK will attempt to coordinate the requests between the applicants. In such cases, RHK may offer the applicants capacity that does not essentially differ from the capacity they have requested.

If the coordination of the requests between the applicants does not lead to a satisfactory result, RHK decides on the priority order in each individual case on the grounds laid down in the Railway Act. RHK shall decide on an individual priority order no later than ten days after coordination has ended.

Confirmation of the Capacity Allocation Proposal

Based on the capacity allocation proposal and the comments presented by the parties involved, RHK shall decide on the allocation of infrastructure capacity on a fair and non-discriminatory basis. In deciding, RHK shall pay particular attention to the needs of passenger and freight traffic and infrastructure maintenance, as well as to efficient use of the rail network. The priority order determined for specialised and congested infrastructure shall also be taken into account, unless otherwise provided in this chapter.

Allocating Ad Hoc Track Capacity

RHK allocates the requested ad hoc capacity if there is sufficient capacity for the use specified in the request. Unless otherwise provided in the Railway Act, the ad hoc capacity is allocated on a first-come first-served basis.

4.4.2 Dispute Resolution

Railway undertakings may appeal against a capacity allocation decision by RHK by filing a claim for rectification with the Regulatory Body. For further information, see 1.4.3.

4.4.3 Congested Infrastructure

RHK declares an element of infrastructure or a part of it to be congested infrastructure if the coordination of several requests for the same infrastructure has not led to a satisfactory result. RHK may also designate an element of infrastructure as congested if it is evident that it will become congested during the timetable period.

If there are several applications for the same infrastructure, the priority order is as presented in Table 1. Application of this priority order is based on the assumption that each train can be defined during its whole journey by one of the terms listed in the table. The term by which the train is defined may change during the journey of the train.

Table 1. Priority order on congested infrastructure.

Priority	Traffic
1.	Synergic passenger traffic entity [1]
2.a	Express train traffic [2]
2.b	Transport for the processing industry [3]
3.a	Local and other passenger traffic
3.b	Other regular freight traffic
4.	Freight traffic not requiring strict transport times
5.	Other traffic [4]

[1] The term "synergic passenger traffic entity" refers in passenger traffic to the whole of trains which form a transport system producing clear added value for customers. A system of this kind is, for example, traffic operated according to the basic interval timetable

[2] The term "express train traffic" refers to traffic which in some respect does not belong within the scope of the synergy-producing traffic system. International passenger traffic may belong in this category.

[3] The term "transport for the processing industry" mainly refers to transport whose immediate place of destination or origin is a port or a private siding. This transport is essentially connected with total logistics management. This group includes, in particular, combined transport, transport for the wood-processing industry and transport to ports.

[4] For example, traffic connected with track work or museum train traffic.

Derogation from the Priority Order Laid Down in the Network Statement

RHK may by a separate decision make a derogation from the general priority order laid down in the Railway Act and the Network Statement in favour of an applicant operating international traffic or such traffic as otherwise maintains or improves the functioning of the rail transport system or public transport. The same applies to cases where the rejection of the application would cause unreasonable damage to applicants, railway undertakings, international grouping of railway undertakings or to the business activities of their customers.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

The rail network may also be used for transferring track machines from bases to worksites, between worksites, and for maintenance purposes. Certain tracks are mainly used for maintenance purposes. A list of these tracks can be requested from RHK's Rail Data Unit of the Rail Network Department. In accordance with the Railway Act, an operating licence is required for traffic outside the area reserved for infrastructure maintenance if track machines are transferred as a train, and also if the traffic is connected to track work. The operating licence issued by the Finnish Rail Agency will be granted upon application for a maximum of five years at a time. The prerequisite for granting the operating licence is that the maintenance / railway work undertaking has sufficient liability insurance and risk management system, their rolling stock has been approved by the Finnish Rail Agency and those handling the traffic operation have the required competence. Moreover, track machine movements shall be agreed upon separately with RHK. The track machines running on the rail network and their crews shall meet the requirements laid down under 2.8 and 2.9.

Track works which will probably be carried out during the timetable period 2008 and which are likely to have an impact on train traffic are indicated in Appendix 11. The working programme, timing of tasks, and the breaks required for the work will change as the funding and plans become more focused. Once the Network Statement is published, RHK will maintain up-to-date information on the working programme for the upcoming timetable period, and regularly inform the track capacity applicants about the programme. RHK will decide separately on all railway work and breaks required for their completion. The decision will be made prior to the upcoming timetable period, that is in December 2007 for the timetable period 2008.

Any required maintenance breaks or changes to an earlier decision, arising after the decision has been made, can be discussed separately, if necessary. The basic rule is that breaks requiring traffic arrangements are no longer arranged at this stage, but instead the work requested after the decision will be carried out according to (or in between) the traffic.

In addition to the aforementioned, the person or group applying for the working break must contact the regional traffic planner separately for each request and agree on the working break and its details in accordance with the RHK's working break decision no later that two months before the work is scheduled to start.

4.6 Non-usage Rules

RHK has the right to cancel the capacity allocated to an applicant, or a part of it, if the applicant has used this capacity over a period of not less than 30 days less than required by the threshold quota specified below. In Finland, the threshold quota for the minimum use of capacity is 80 %, except on the line sections Helsinki–Kerava, Helsinki–Vantaankoski and Helsinki–Leppävaara, where the threshold quota for the minimum use is 95 %.

RHK may not, however, cancel the capacity if the failure to use it is due to non-economic reasons beyond the applicant or the railway operator's control. RHK always cancels the capacity for such a period during which the railway undertaking does not have a safety certificate for operating rail services.

4.7 Exceptional Transport and Dangerous Goods

For information on the transport of dangerous goods, see point 3.4.3, Dangerous Goods. Regulations concerning railway traffic and rolling stock are available on the Internet pages of the Finlex Data Bank and other instructions on the Finnish Rail Agency and RHK Internet pages.

4.8 Special Measures to Be Taken in the Event of Disturbance

4.8.1 Principles

RHK has the right to cancel the capacity completely or partially on a train path provisionally out of service due to a technical failure in the railway network, an accident or other incident.

In such case, RHK offers the operator alternative train paths, as far as possible. RHK is, however, not obliged to compensate for damage that may be caused to the operator, unless otherwise agreed upon with the operator in conformity with the Railway Act.

4.8.2 Operational Regulation

RHK is preparing instructions on how to clear disturbances in rail traffic. RHK intends to complete the instructions by the end of 2007. RHK defines the rules for managing disturbances between railway undertakings. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances connected with their own trains. The liability for harm and damages caused by disturbances shall be agreed upon by negotiation in accordance with RHK's instructions, as far as possible.

4.8.3 Foreseen Problems

Disturbances are to be dealt with in accordance with RHK's instructions.

4.8.4 Unforeseen Problems

RHK, railway undertakings and railway maintenance undertakings shall be prepared for railway accidents in their fields of activity. The principle is that railway undertakings and railway track contractors shall be prepared to clear their own vehicles and the transported freight off the track, as well as remedy the damage caused to the environment within a reasonable time after the accident. Each undertaking shall draw up an emergency preparedness plan, which RHK shall approve. The preparedness measures included in the plan shall be taken before traffic operating is started. The undertakings themselves bear the costs caused by the creation and maintenance of the emergency preparedness system. The costs caused by an accident are borne by the party having caused the accident in accordance with the Act on Liability in Track-Guided Traffic and the Tort Liability Act .

RHK shall be prepared to restore the track quickly to operable condition and within a reasonable time to the condition it had before the accident. RHK agrees thereupon when making the rail network maintenance agreements.

The Ministry of Transport and Communications decides on the emergency preparedness obligations of each undertaking, depending on the nature and extent of its activities.

5 Services

5.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (555/2006).

The Government is currently drafting its decree on the services offered to the rail traffic operators. Services concerning the usability of the rail network are described in Charapter 5 and Appendix 2 (Rail Traffic Operating Point Register) of the Network Statement. These services may be supplied by RHK or other parties.

5.2 Services Offered by RHK

RHK offers rail traffic operators on the state-owned rail network the right against payment to utilise the train paths in accordance with the capacity granted to it by RHK, marshalling yards, storage sidings, loading tracks and other tracks and passenger platforms. RHK also offers train traffic control passenger information and public address systems at the railway stations specified in the Network Statement (Appendix 12).

Use of capacity includes the right of the traffic operator to use of RHK's electricity supply network for traffic on the electrified line sections specified in the Network Statement. RHK does not, however, provide the electricity but the traffic operator shall conclude an agreement with a service provider. RHK also does not provide refuelling facilities.

RHK can offer services on a commercial basis for the use of railway operators. The additional services could comprise, for example, the use of buildings and land areas owned by RHK.

The use of services provided by RHK is agreed upon between the parties in the access contract or in a separate lease agreement.

5.3 Services Offered by Others

Railway undertakings are obliged to supply certain services and track access to services facilities for the use of railway operators if only one undertaking provides these services and it is not possible to otherwise arrange them. The availability of services shall be negotiated and an agreement shall be concluded with the service provider. The service provider has the right to charge a payment for its services. The payment shall be equitable for all railway undertakings and reasonable with respect to the costs incurred from providing the service.

Services supplied by others may include, for example:

- use of electrical supply equipment
- use of refuelling equipment
- use of passenger stations
- use of freight terminals
- use of train formation yards
- use of train formation equipment
- use of depot sidings
- premises and equipment needed for the servicing and maintenance of rolling stock
- use of other technical devices (e.g. sand distributors, water and electrical connections for rolling stock, radiation measurement devices, tank wagon filling gauges, wagon scales, and brake testing equipment), and
- training services for those involved in traffic safety tasks

6 Charges

6.1 Charging Principles and Services Included in the Infrastructure Charge

The legal framework of the basic infrastructure charge is described in the Railway Act (555/2006), Railway Infrastructure Tax (605/2003) and the Ministry of Transport and Communications Decree on the basic infrastructure charge (756/2006).

The basic infrastructure charge covers the minimum access package (the minimum access package is described under 5.2.), including track access to service facilities on the state-owned rail network.

6.2 Infrastructure Charge System

The infrastructure charge system will be changed. The basic principle remains that RHK shall collect a basic infrastructure charge from railway operators on a fair and non-discriminatory basis for the minimum access package and track access to service facilities, calculated on the actual level of use. The basic infrastructure charge shall always be based on the costs directly caused by the operation of railway traffic. The infrastructure tax consists of a charge for external costs and a supplementary charge in accordance with the Capacity and Infrastructure Charge Directive. In the charge for external costs, the environmental effects caused by the operation of rail traffic can be taken into account. The supplementary charge can be collected for covering the full amount of the costs caused by the use of the infrastructure. Furthermore, investment tax will be collected for the Kerava-Lahti line section until 31 August 2021 in order to cover the long-term expenses of the investment.

6.3 Tariffs

The infrastructure charge consists of the charges mentioned in Table 2.

6.4 Incentive System for the Charges

Finland is not using an extensive incentive system for the charges. All compensation for the rail network availability and possible breaks will be agreed in the rail network access contract.

6.5 Changes to Charges

The infrastructure charge system will be changed. The principles of infrastructure charge system and amount of charges in force are available on RHK's web pages, http://www.rhk.fi.

6.6 Billing Arrangements

RHK invoices the infrastructure charge each calendar month based on the realised performances of the previous month. For invoicing, railway operators shall provide the RHK contact person with information each month on the rail services operated by them to:

Finnish Rail Administration
Administration Department /
Financial Administration Unit
PO Box 185
FI-00101 Helsinki

RHK does not require any guarantee for the payment of infrastructure charges. The infrastructure charge and other charges connected with it are, however, subject to distraint without sentence or decision.

Table 2. Infrastructure charge.

Basic charge	Freight traffic 0.1227 cent/ gross tonne-kilometre Passenger traffic 0.1189 cent/ gross tonne-kilometre
Infrastructure tax	Freight traffic ▪ electric 0.05 cent/ gross tonne-kilometre ▪ diesel 0.1 cent/ gross tonne-kilometre Passenger traffic 0.01 cent/ gross tonne-kilometre
Investment tax (for line section Kerava–Lahti)	Freight traffic 0.5 cent/ gross tonne-kilometre Passenger traffic 0.5 cent/ gross tonne-kilometre

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Liite 1: Infrastruktuuri-rekisteri

Bilaga 1: Infrastruktur-register

Appendix 1: Infra-structure Register

Merkintöjen selitykset:

On	"kyllä"
—	"ei"
AC2	sähköistysjärjestelmä 25 kV / 50 Hz
ATP-VR/RHK	Junan kulunvalvonta

Anteckningar:

On	"ja"
—	"nej"
AC2	elektrifieringsystem 25 kV / 50 Hz
ATP-VR/RHK	Automatisk tågkontroll

Markings:

On	"yes"
—	"no"
AC2	eletrification voltage 25 kV / 50 Hz
ATP-VR/RHK	Automatic train protection

Chart columns:

- Traffic operating points (Node of the network) indicates all traffic operating points where the route of the train can be changed.
- Length of line is the distance between traffic operating points (nodes of the network).
- Max gradient is the maximum gradient measured in a distance of 1,200m.
- Electrification system indicates that the section of line is electrified.
- Section blocking or radio-controlled section indicates that an automatic safety device system is in use in order to protect the railway traffic.
- ATP indicates that the section of line is equipped with automatic train protection.
- ERTMS indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.
- ATP coding for tilting trains indicates the sections on which ATP allows higher speeds for tilting trains.
- Radio system indicates whether the type of communication equipment in use between the driver and traffic control is analogue (linjaradio) or digital (GSM-R).

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Helsinki	Kerava	29	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Helsinki asema	Länsisatama	4	10	–	–	–	–	–	Linjaradio
Kerava	Hyvinkää	29	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Hyvinkää	Riihimäki	12	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Kerava	Olli	16	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Olli Sköldvik		11	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Olli Porvoo		17	10	–	–	–	–	–	Linjaradio
Kerava	Hakosilta	65	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Hyvinkää	Lohja	64	10	–	–	–	–	–	Linjaradio
Lohja	Karjaa	34	10	–	–	–	–	–	Linjaradio
Lohja	Lohjanjärvi	4	16.5	–	–	–	–	–	Linjaradio
Pasila alapiha	Sörnäinen	3	10	–	–	–	–	–	Linjaradio
Helsinki	Huopalahti	6	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Huopalahti	Vantaankoski	9	20	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Huopalahti	Kirkkonummi	31	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kirkkonummi	Karjaa	50	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Karjaa	Hanko	50	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Karjaa	Turku	107	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Turku asema	Turku satama	3	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Turku tavara	Turku Viheriäinen	9	10	–	On	–	–	–	Linjaradio
Riihimäki	Toijala	76	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Toijala	Turku	128	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Toijala	Tampere	40	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Toijala	Valkeakoski	18	10	–	–	–	–	–	Linjaradio
Turku	Raisio	8	10	–	On	ATP-VR/RHK	–	–	Linjaradio

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Raisio	Naantali	6	10	–	–	–	–	–	Linjaradio
Raisio	Uusikaupunki	57	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Uusikaupunki	Hangonsaari	3	11.5	–	–	–	–	–	Linjaradio
Tampere	Lielahti	6	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Lielahti	Kokemäki	91	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Kokemäki	Kiukainen	13	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kiukainen	Rauma	34	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kiukainen	Säkylä	19	12.5	–	–	–	–	–	Linjaradio
Kokemäki	Pori	38	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Pori	Mäntyluoto	21	10	–	–	–	–	–	Linjaradio
Pori	Ruosniemi	8	10	–	–	–	–	–	Linjaradio
Mäntyluoto	Tahkoluoto	11	10	–	–	–	–	–	Linjaradio
Lielahti	Parkano	69	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Niinisalo	Parkano	42	10	–	–	–	–	–	–
Parkano	Kihniö	16	10	–	–	–	–	–	–
Parkano	Seinäjoki	84	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Riihimäki	Hakosilta	48	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Hakosilta	Lahti	11	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Lahti	Loviisan satama	77	12.7	–	–	–	–	–	Linjaradio
Lahti	Salpausselkä	2	16.5	–	–	–	–	–	Linjaradio
Lahti	Joutjärvi	3	10	–	–	–	–	–	Linjaradio
Joutjärvi	Heinola	35	12.5	–	–	–	–	–	Linjaradio
Joutjärvi	Mukkula	7	15	–	–	–	–	–	Linjaradio
Lahti	Kouvola	61	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kouvola	Luumäki	59	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Kouvola	Juurikorpi	33	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Juurikorpi	Kotka	18	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kotka asema	Kotkan satama	1	–	AC2	–	–	–	–	Linjaradio
Paimenportti	Kotka Mussalo	5	10	AC2	–	–	–	–	Linjaradio
Juurikorpi	Hamina	19	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kouvola asema	Kuusankoski	10	10	AC2	–	–	–	–	Linjaradio
Kouvola	Mynttilä	86	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Mynttilä	Ristiina	21	12.5	–	–	–	–	–	Linjaradio
Mynttilä	Otava	20	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Otava	Otavan satama	2	22.5	–	–	–	–	–	Linjaradio
Otava	Pieksämäki	86	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Luumäki	Vainikkala	33	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Luumäki	Lappeenranta	27	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Lappeenranta	Mustolan satama	18	10	–	–	–	–	–	Linjaradio
Lappeenranta	Imatra	39	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Imatra	Imatrankoski-raja	10	12.5	–	–	–	–	–	Linjaradio
Imatra	Parikkala	60	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Pieksämäki	Huutokoski	31	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Huutokoski	Savonlinna	75	12.5	–	–	–	–	–	Linjaradio
Savonlinna	Parikkala	59	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Parikkala	Säkäniemi	93	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Niirala-raja	Säkäniemi	33	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Säkäniemi	Joensuu	37	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Joensuu	Ilomantsi	72	12.5	–	–	–	–	–	Linjaradio
Joensuu	Viinijärvi	32	10	–	On	ATP-VR/RHK	–	–	Linjaradio

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Huutokoski	Varkaus	18	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Varkaus	Kommila	2	10	–	–	–	–	–	Linjaradio
Varkaus	Viinijärvi	101	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Joensuu	Uimaharju	50	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Uimaharju	Lieksa	54	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Lieksa	Pankakoski	6	10	–	–	–	–	–	Linjaradio
Lieksa	Nurmes	56	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Nurmes	Vuokatti	85	12.5	–	–	–	–	–	Linjaradio
Vuokatti	Lahnaslampi	12	12.5	–	–	–	–	–	Linjaradio
Vuokatti	Kontiomäki	24	10	–	–	–	–	–	Linjaradio
Pieksämäki	Suonenjoki	38	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Suonenjoki	Iisvesi	6	10	–	–	–	–	–	Linjaradio
Suonenjoki	Siilinjärvi	76	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Viinijärvi	Siilinjärvi	112	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Siilinjärvi	Iisalmi	60	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Iisalmi	Murtomäki	62	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Murtomäki	Otanmäki	25	10	–	–	–	–	–	Linjaradio
Murtomäki	Kontiomäki	46	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Kontiomäki	Vartius	94	12.5	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Vartius	Vartius-raja	1	12.5	–	–	–	–	–	Linjaradio
Kontiomäki	Pesiökylä	74	12.5	–	–	–	–	–	Linjaradio
Pesiökylä	Ämmänsaari	18	12.5	–	–	–	–	–	Linjaradio
Tampere	Orivesi	40	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Orivesi	Vilppula	47	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Vilppula	Mänttä	8	12	–	–	–	–	–	Linjaradio

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Vilppula	Haapamäki	26	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Haapamäki	Seinäjoki	118	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Haapamäki	Jyväskylä	77	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Orivesi	Jämsä	56	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Jämsä	Kaipola	7	12.5	–	–	–	–	–	Linjaradio
Jämsä	Jämsänkoski	4	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Jämsänkoski	Jyväskylä	52	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Jyväskylä	Äänekoski	47	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Äänekoski	Haapajärvi	164	10	–	–	–	–	–	Linjaradio
Jyväskylä	Pieksämäki	80	12.5	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Seinäjoki	Kaskinen	112	10	–	–	–	–	–	Linjaradio
Seinäjoki	Vaasa	75	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Vaasa	Vaskiluoto	5	10	–	–	–	–	–	Linjaradio
Iisalmi	Pyhäkumpu erk.vh	63	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Pyhäkumpu erk.vh	Pyhäkumpu	3	7.5	–	–	–	–	–	Linjaradio
Pyhäkumpu erk.vh	Haapajärvi	36	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Haapajärvi	Ylivieska	55	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Seinäjoki	Pännäinen	101	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Pännäinen	Alholma	10	10	–	–	–	–	–	Linjaradio
Pännäinen	Kokkola	33	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Kokkola	Ykspihlaja	5	10	–	–	–	–	–	Linjaradio
Kokkola	Ylivieska	79	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Ylivieska	Tuomioja	68	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Tuomioja	Raahe	28	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Raahe	Rautaruukki	9	10	AC2	–	–	–	–	Linjaradio

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulun-valvontajärjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (knutpunkt i bannätet)	Trafikplats (knutpunkt i bannätet)	Banans längd	Största lutning	Elektrifie-rings-system	Linjeblockerad eller fjärrstyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radiosystem
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Length of line [km]	Max. gradient ‰	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	Radio system
Tuomioja	Oulu	54	10	AC2	On	ATP-VR/RHK	–	On	Linjaradio
Oulu	Kontiomäki	166	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Oulu	Kemi	105	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Kemi	Ajos	9	10	–	–	–	–	–	Linjaradio
Kemi	Laurila	7	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Laurila	Tornio	19	10	–	On	ATP-VR/RHK	–	–	Linjaradio
Laurila	Rovaniemi	106	10	AC2	On	ATP-VR/RHK	–	–	Linjaradio
Rovaniemi	Kemijärvi	85	12.5	–	On	ATP-VR/RHK	–	–	Linjaradio
Kemijärvi	Isokylä	7	12.5	–	–	–	–	–	Linjaradio
Isokylä	Kelloselkä	72	12.5	–	–	–	–	–	Linjaradio
Tornio	Tornio-raja	3	4	–	–	–	–	–	Linjaradio
Tornio	Röyttä	8	10	–	–	–	–	–	Linjaradio
Tornio	Kolari	183	10	–	On	ATP-VR/RHK	–	–	Linjaradio

Appendix 2

Rail Traffic Operating Point Register

Legend

( ) in columns regarding platforms	platform not maintained by RHK
K	yes
Y	yes, private
K in columns regarding traffic control	remote control
M in columns regarding traffic control	manual

Chart Columns:

- **'Name'** refers to the official name of the station and is used in traffic safety work.
- **'Another name'** is the name of a traffic operating point in Finland's second official language. Another name is usually a Swedish name, and only in Sköldvik is the Finnish name Kilpilahti used as another name, contrary to what the present language situation in the municipality would imply.
- **'Km Hki'** indicates the distance of a traffic operating point to the old station hall (already torn down), measured by a track kilometre system. According to the system, the location of all elements on tracks is fixed to landmarks.
- **'Municipality'** refers to the municipality, in which the traffic operating point is located.
- **'Traffic control'** describes, whether the traffic operating point has the technical equipment to control the train traffic manually or remote. It does not mean that traffic control services are regularly provided .
- **'Private sidings'** indicates that the traffic operating point has at least one connection to a siding, owned and managed by a private owner (includes everyone except RHK).
- **'Shunting'** indicates that the form of the tracks at a traffic operating point is such that it is possible to move at least a locomotive to the other end of a line of rolling stock without having to go through the main line of the traffic operating point.
- **'Minimum and maximum platform length'** indicates the minimum and maximum length of platforms used by passenger trains at the traffic operating point. A passenger train should not be longer than the platform at which it stops. If the platform length is in brackets ( ), the platform is not maintained by RHK, and services are operated at the responsibility of the railway undertaking.
- **'Platform height'** indicates the nominal height of platforms used by passenger trains, calculated from the surface of the rail.
- **'Design train length'** indicates the longest track of a traffic operating point, other than the main line going through it. The length is measured so that it is usable in both directions.
- **'Power supply'** indicates at which traffic operating point it is possible to get 400V or 1500V electric current mainly for rolling stock or track machinery power supply purposes.
- **'Side loading platform'** indicates, at which traffic operating points it is possible to load freight cars from the side, and shows the maximum platform length at the traffic operating point.
- **'End loading platform'** indicates at which traffic operating points it is possible to load freight rolling stock from the end of the platform (combined transports).
- **'Loading site'** indicates at which traffic operating points it is possible to load freight rolling stock at rail level. A typical example is loading raw timber from a vehicle or an intermediate depot at a rail yard onto flatcars.
- **'Crane'** indicates at which traffic operating point it is possible to use a crane to load wagons, and states the maximum capacity of the crane. This service is not provided by the Finnish Rail Administration (RHK).
- **'Fuel'** indicates at which traffic operating points there is a fuel distribution point. This service is not provided by the Finnish Rail Administration (RHK).
- **'Passenger traffic'** indicates those traffic operating points which have regular scheduled passenger traffic.
- **'Freight traffic'** indicates those traffic operating points which have regular freight traffic.

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Ahvenus		Ahv	270+960	Lielahti – Kokemäki	Kokemäki	K		
Airaksela		Arl	436+985	Pieksämäki – Siilinjärvi	Kuopio	K	K	K
Aittaluoto		Atl	328+220	Pori – Ruosniemi	Pori		K	
Ajos	Ajo		867+100	Kemi – Ajos	Kemi		K	K
Alapitkä		Apt	505+840	Siilinjärvi – Iisalmi	Lapinlahti	K		
Alavus		Alv	373+445	Haapamäki – Seinäjoki	Alavus			K
Alholma	Alholmen	Alh	532+570	Pietarsaari – Alholma	Pietarsaari		K	K
Alvajärvi		Avi	551+031	Jyväskylä – Haapajärvi	Pihtipudas			
Arola		Aro	707+668	Kontiomäki – Vartius – raja	Hyrynsalmi	K		K
Dragsvik		Dra	171+180	Karjaa – Hanko	Tammisaari	K		
Dynamiittivaihde		Dmv	199+185	Karjaa – Hanko	Hanko		K	K
Elijärvi		Eli	870+536	Lautiosaari – Elijärvi	Keminmaa		K	K
Eläinpuisto-Zoo		Epz	338+751	Haapamäki – Seinäjoki	Ähtäri			
Eno		Eno	660+170	Joensuu – Kontiomäki	Eno	K		
Ervelä		Erv	118+777	Karjaa – Turku	Perniö	K		
Eskola		Ela	603+762	Kokkola – Ylivieska	Kannus	K		
Espoo	Esbo	Epo	20+600	Helsinki – Karjaa	Espoo	K		
-(Esso)			267+417	Turku – Uusikaupunki	Uusikaupunki		K	
(Finnish Chemicals)	Pappilankangas		308+638	Luumäki – Parikkala	Joutseno		K	
Haapajärvi		Hpj	649+205	Iisalmi – Ylivieska	Haapajärvi	K	K	K
Haapakoski		Hps	393+454	Pieksämäki – Siilinjärvi	Pieksämäki	K	K	K
(Haapamäen kyllästämö)			304+940	Haapamäki – Seinäjoki	Keuruu		K	
Haapamäki		Hpk	300+235	Orivesi – Haapamäki	Keuruu	K	K	K
Haarajoki		Haa	39+567	Kerava – Hakosilta	Järvenpää	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Hakosilta		Hlt	119+540	Riihimäki – Lahti	Hollola	K		
Haksi	Hax	Hsi	56+737	Olli – Porvoon keskusta	Porvoo			
Hamina	Fredrikshamn	Hma	243+646	Juurikorpi – Hamina	Hamina	M	K	K
Hammaslahti		Hsl	602+199	Säkäniemi – Joensuu	Pyhäselkä	K		K
Hanala	Hanaböle	Hna	21+394	Helsinki – Riihimäki	Vantaa	K		
Hangonsaari		Hgs	269+655	Turku – Uusikaupunki – Hangonsaari	Uusikaupunki		K	K
Hanhikoski		Hnh	1047+083	Laurila – Kelloselkä	Kemijärvi			
Hankasalmi		Hks	418+089	Jyväskylä – Pieksämäki	Hankasalmi	K	K	K
Hanko	Hangö	Hnk	207+119	Karjaa – Hanko	Hanko	M	K	
Hanko-Pohjoinen	Hangö Norra	Hkp	205+935	Karjaa – Hanko	Hanko			
Harjavalta		Hva	295+542	Kokemäki – Pori	Harjavalta	K	K	K
Harju		Hj	201+643	Kouvola – Pieksämäki	Valkeala	K		K
Harviala		Hrv	99+456	Riihimäki – Tampere	Janakkala	K		
Haukipudas		Hd	775+159	Oulu – Laurila	Haukipudas	K		
Haukivuori		Hau	344+442	Kouvola – Pieksämäki	Mikkeli	K	K	K
Hausjärvi		Has	86+210	Riihimäki – Lahti	Hausjärvi	K		K
Haviseva		Hvs	208+135	Tampere – Orivesi	Kangasala			
Heikkilä		Hek	34+856	Helsinki – Karjaa	Kirkkonummi	K		
Heinola		Ha	167+607	Lahti – Heinola	Heinola	M	K	
Heinoo		Hno	237+965	Lielahti – Kokemäki	Vammala	K		
Heinävaara		Häv	648+408	Joensuu – Ilomantsi	Joensuu			K
Heinävesi		Hnv	468+135	Huutokoski – Viinijärvi	Heinävesi	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
HELSINKI	Helsingfors	Hel		Helsinki – Riihimäki		M		
Helsinki asema		Hki	0+159		Helsinki			K
Helsinki Kivihaka	Stenhagen	Khk	4+701		Helsinki			
Helsinki Länsisatama		Län	1+280		Helsinki			K
Helsinki Sörnäinen		Sö	12+194		Helsinki			K
Ilmala asema		Ila	4+434		Helsinki			
Ilmala ratapiha		Ilr	4+950		Helsinki		K	K
Käpylä	Kottby	Käp	5+840		Helsinki			
Oulunkylä	Åggelby	Olk	7+399		Helsinki		K	
Pasila alapiha		Psla	3+193		Helsinki			K
Pasila asema	Böle	Psl	3+230		Helsinki		K	
Pasila tavara		Pslt	4+748		Helsinki		K	K
Herrala		Hr	115+790	Riihimäki – Lahti	Hollola			
Hiekkaharju	Sandkulla	Hkh	17+109	Helsinki – Riihimäki	Vantaa			
Hiirola		Hir	318+957	Kouvola – Pieksämäki	Mikkeli	K		
Hikiä		Hk	79+743	Riihimäki – Lahti	Hausjärvi		K	
Hillosensalmi		Hls	233+344	Kouvola – Pieksämäki	Valkeala	K		
Hinthaara	Hindhår	Hh	52+150	Olli – Porvoon keskusta	Porvoo			
Hirvineva		Hvn	715+500	Ylivieska – Oulu	Liminka	K		K
Humppila		Hp	188+778	Toijala – Turku	Humppila	K	K	K
Huopalahti	Hoplax	Hpl	6+375	Helsinki – Karjaa	Helsinki	K		
Huutokoski		Hko	406+988	Pieksämäki – Huutokoski	Joroinen	K	K	
Hyrynsalmi		Hys	704+601	Kontiomäki – Ämmänsaari	Hyrynsalmi			K
Hyvinkää	Hyvinge	Hy	58+792	Helsinki – Riihimäki	Hyvinkää	K	K	K
Hämeenlinna	Tavastehus	Hl	107+559	Riihimäki – Tampere	Hämeenlinna	K	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Härmä		Hm	472+940	Seinäjoki – Kokkola	Alahärmä	K		
Höljäkkä		Höl	765+261	Joensuu – Kontiomäki	Nurmes		K	
Ii		Ii	789+165	Oulu – Laurila	Ii	K		
(Iisalmen sahat)			546+495	Siilinjärvi – Iisalmi	Iisalmi		K	
(Iisalmen teollisuuskylä)			553+182	Iisalmi – Ylivieska	Iisalmi		K	
(Iisalmen teollisuusraiteet)	Keveli		548+611	Siilinjärvi – Iisalmi	Iisalmi		K	
Iisalmi	Idensalmi	Ilm	550+360	Siilinjärvi – Iisalmi	Iisalmi	M	K	K
Iisvesi		Isv	420+127	Suonenjoki – Iisvesi	Suonenjoki		K	
Iittala		Ita	129+286	Riihimäki – Tampere	Kalvola			
Ilmajoki		Ilj	434+494	Seinäjoki – Kaskinen	Ilmajoki		K	
Ilomantsi	Ilomants	Ilo	695+203	Joensuu – Ilomantsi	Ilomantsi	M	K	K
IMATRA		Ima		Luumäki – Parikkala		M		
Imatra asema		Imr	323+977		Imatra			
Imatra tavara		Imt	326+542		Imatra		K	K
Imatrankoski		Imk	331+267		Imatra		K	K
Pelkola		Pa	335+672		Imatra		K	K
Imatrankoski-raja		Imkr	337+095	Imatra tavara– Imatrankoski-raja	Imatra	K		
(Imatran terästehdas)	Steel		332+602	Imatra T – Imatrankoski–raja	Imatra		K	K
Inha		In	341+367	Haapamäki – Seinäjoki	Ähtäri			
Inkeroinen		Ikr	212+781	Kouvola – Kotka	Anjalankoski	K	K	
Inkoo	Ingå	Iko	70+620	Helsinki – Karjaa	Inkoo	K		
Isokangas			431+759	Pori – Haapamäki	Parkano		K	
Isokylä		Ikä	1062+829	Laurila – Kelloselkä	Kemijärvi		K	
Isokyrö	Storkyro	Iky	447+488	Seinäjoki – Vaasa	Isokyrö	K		
Jalasjärvi		Jal	309+871	Tampere – Seinäjoki	Jalasjärvi	K		
Jepua	Jeppo	Jpa	495+784	Seinäjoki – Kokkola	Uusikaarlepyy	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
JOENSUU		Joe		Säkäniemi – Joensuu		M		
Joensuu asema		Jns	624+313		Joensuu		K	K
Joensuu Peltola		Plt	623+540		Joensuu		K	K
Joensuu Sulkulahti		Sul	622+650		Joensuu			K
Jokela		Jk	47+937	Helsinki – Riihimäki	Tuusula		K	
Jokikylä		Jkk	688+344	Kontiomäki – Ämmänsaari	Ristijärvi			
Joroinen	Jorois	Jor	414+617	Huutokoski – Savonlinna	Joroinen		K	
Jorvas		Jrs	32+322	Helsinki – Karjaa	Kirkkonummi			
Joutjärvi		Jou	133+460	Lahti – Heinola	Lahti	K	K	
Joutseno		Jts	305+826	Luumäki – Parikkala	Joutseno	K	K	K
Joutsijärvi		Jsj	1082+855	Laurila – Kelloselkä	Kemijärvi		K	
Juankoski		Jki	531+995	Viinijärvi – Siilinjärvi	Juankoski	K	K	
Jukajärvi		Jkj	637+876	Joensuu – Ilomantsi	Joensuu			
Jutila		Jut	94+620	Riihimäki – Lahti	Kärkölä	K		
Juupajoki		Jj	246+580	Orivesi – Haapamäki	Juupajoki			
Juurikorpi		Jri	224+898	Kouvola – Kotka	Kotka	K		
Jyränkö		Jyr	165+774	Lahti – Heinola	Heinola			
Jyväskylä		Jy	377+435	Orivesi – Jyväskylä	Jyväskylä	K	K	K
Jämsä		Jäs	284+084	Orivesi – Jyväskylä	Jämsä	K		K
Jämsänkoski		Jsk	287+917	Orivesi – Jyväskylä	Jämsänkoski	K	K	K
Järvelä		Jr	103+596	Riihimäki – Lahti	Kärkölä	K	K	K
Järvenpää	Träskända	Jp	36+786	Helsinki – Riihimäki	Järvenpää			
Kaipiainen		Kpa	214+451	Kouvola – Luumäki	Anjalankoski	M	K	K
Kaipola		Kla	290+303	Jämsä – Kaipola	Jämsä		K	K
Kairokoski		Kko	423+184	Niinisalo – Parkano	Parkano			

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Kaitjärvi		Kjr	226+912	Kouvola – Luumäki	Luumäki	M		
Kajaani	Kajana	Kaj	633+491	Iisalmi – Kontiomäki	Kajaani	K	K	K
Kaleton		Ktn	320+875	Haapamäki – Jyväskylä	Keuruu			
Kalkku		Kau	199+471	Lielahti – Kokemäki	Tampere		K	
Kalliovarasto		Kao	644+770	Iisalmi – Kontiomäki	Kajaani		K	
Kallislahti		Kll	465+822	Huutokoski – Savonlinna	Savonlinna			
Kalvitsa		Ksa	330+634	Kouvola – Pieksämäki	Mikkeli	K		
Kangas		Kgs	642+466	Ylivieska – Oulu	Ylivieska	K		K
Kannelmäki	Gamlas	Kan	9+300	Huopalahti – Vantaankoski	Helsinki	K		
Kannonkoski		Ksi	488+694	Jyväskylä – Haapajärvi	Kannonkoski			
Kannus		Kns	591+582	Kokkola – Ylivieska	Kannus	K		K
Karhejärvi		Krr	224+902	Tampere – Seinäjoki	Ylöjärvi	K		
Karhukangas		Khg	621+508	Kokkola – Ylivieska	Ylivieska	K		
Karjaa	Karis	Kr	157+817	Hyvinkää – Karjaa	Karjaa	K	K	K
Karkku		Kru	230+733	Lielahti – Kokemäki	Vammala	K		
Karviainen		Kar	247+320	Toijala – Turku	Aura	K		
Kaskinen	Kaskö	Ksk	530+522	Seinäjoki – Kaskinen	Kaskinen	M	K	
Kauhajoki		Kji	472+720	Seinäjoki – Kaskinen	Kauhajoki		K	
Kauhava		Kha	455+728	Seinäjoki – Kokkola	Kauhava	K	K	K
Kauklahti	Köklax	Klh	24+277	Helsinki – Karjaa	Espoo	K		K
Kaulinranta		Klr	963+350	Tornio – Kolari	Ylitornio	K		
Kauniainen	Grankulla	Kni	16+054	Helsinki – Karjaa	Kauniainen	K	K	K
Kauppilanmäki		Kpl	568+751	Iisalmi – Kontiomäki	Iisalmi			
Kausala		Ka	169+436	Lahti – Kouvola	Iitti			
Kauttua		Ktu	310+423	Kiukainen – Säkylä	Eura			K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Keitelepohja		Ktp	519+256	Jyväskylä – Haapajärvi	Viitasaari			
Kekomäki		Kek	79+288	Riihimäki – Lahti	Hausjärvi	K		
Keljo		Kej	336+703	Orivesi – Jyväskylä	Jyväskylä			
Kelkkamäki		Klk	399+992	Jyväskylä – Pieksämäki	Laukaa		K	
Kelloselkä		Kls	1135+115	Laurila – Kelloselkä	Salla			
Kemi		Kem	858+300	Oulu – Laurila	Kemi	K	K	K
Kemijärvi		Kjä	1056+399	Laurila – Kelloselkä	Kemijärvi	K	K	
Kemira		Ker	495+600	Viinijärvi – Siilinjärvi	Siilinjärvi		K	
Kempele		Kml	741+075	Ylivieska – Oulu	Kempele	K		
Kera		Kea	14+536	Helsinki – Karjaa	Espoo			
KERAVA		Kev		Helsinki – Riihimäki		K		
Kerava asema	Kervo	Ke	28+869		Kerava		K	K
Kytömaa		Kyt	31+203		Kerava			
Kerimäki		Kiä	495+531	Savonlinna – Parikkala	Kerimäki	K	K	K
Kesälahti		Kti	428+003	Parikkala – Säkäniemi	Kesälahti	K	K	
Keuruu		Keu	316+041	Haapamäki – Jyväskylä	Keuruu	K		
Kihniö		Kiö	444+460	Parkano – Kihniö	Kihniö			
Kiiala	Kiala	Kia	60+013	Olli – Porvoon keskusta	Porvoo			
Kilo		Kil	13+035	Helsinki – Karjaa	Espoo			
Kilpua		Kua	668+910	Ylivieska – Oulu	Oulainen	K		
Kinahmi		Knh	508+922	Viinijärvi – Siilinjärvi	Nilsiä		K	
Kinni		Kii	247+982	Kouvola – Pieksämäki	Mäntyharju	K		
(Kirjola)			384+483	Luumäki – Parikkala	Parikkala		K	
Kirkkonummi	Kyrkslätt	Kkn	37+503	Helsinki – Karjaa	Kirkkonummi	K		K
Kirkniemi	Gerknäs	Krn	136+261	Hyvinkää – Karjaa	Lohja	M	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Kitee		Kit	460+016	Parikkala – Säkäniemi	Kitee	K	K	K
Kiukainen		Kn	297+395	Kokemäki – Rauma	Kiukainen	K		
Kiuruvesi		Krv	583+985	Iisalmi – Ylivieska	Kiuruvesi	K	K	K
Kivesjärvi		Kvj	878+146	Oulu – Kontiomäki	Paltamo	K		
Kohtavaara		Koh	775+927	Joensuu – Kontiomäki	Nurmes			
Koivu		Kvu	923+373	Laurila – Kelloselkä	Tervola	K		
Koivuhovi	Björkgård	Kvh	17+861	Helsinki – Karjaa	Espoo			
Koivukylä	Björkby	Kvy	19+440	Helsinki – Riihimäki	Vantaa			
Kokemäki	Kumo	Kki	284+442	Lielahti – Kokemäki	Kokemäki	K		K
Kokkola	Karleby	Kok	551+441	Seinäjoki – Kokkola	Kokkola	K	K	K
Kolari		Kli	1067+206	Tornio – Kolari	Kolari	K	K	K
Kolho		Klo	286+265	Orivesi – Haapamäki	Vilppula		K	K
Kolppi	Kållby	Kpi	525+100	Seinäjoki – Kokkola	Pedersöre	K	K	K
Kommila		Kmm	429+700	Huutokoski – Viinijärvi	Varkaus		K	
Komu		Kom	607+174	Iisalmi – Ylivieska	Pyhäjärvi		K	
Kontiolahti		Khi	640+295	Joensuu – Kontiomäki	Kontiolahti	K		
Kontiomäki		Kon	658+786	Iisalmi – Kontiomäki	Paltamo	K	K	K
Koppnäs		Kop	203+540	Karjaa – Hanko	Hanko		K	
Koria		Kra	185+440	Lahti – Kouvola	Elimäki		K	K
(Korjala)			192+677	Kouvola – Kuusankoski	Kouvola		K	
Korkeakoski		Kas	247+910	Orivesi – Haapamäki	Juupajoki	K	K	K
Korso		Krs	22+669	Helsinki – Riihimäki	Vantaa	K		
Korvensuo		Ksu	50+500	Kerava – Hakosilta	Mäntsälä	K		
Koskenkorva		Kos	442+447	Seinäjoki – Kaskinen	Ilmajoki		K	
Kotavaara		Ktv	1064+700	Laurila – Kelloselkä	Kemijärvi	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
KOTKA		Kot		Kouvola – Kotka		M		
Kotka asema		Kta	242+775		Kotka		K	K
Kotka Hovinsaari		Hos	240+400		Kotka		K	
Kotka satama		Kts	243+579		Kotka		K	
Kotka tavara			240+870		Kotka		K	
Kotka Mussalo		Mss	247+057		Kotka		K	
Paimenportti		Pti	241+190		Kotka			
KOUVOLA		Kvl		Lahti – Kouvola		M		
Kouvola asema		Kv	191+540		Kouvola		K	K
Kouvola lajittelu		Kvla	192+570		Kouvola		K	K
Kouvola Oikoraide		Oik	194+460		Kouvola			
Kouvola tavara		Kvt	194+050		Kouvola		K	K
Kuusankoski		Kuk	199+290		Kuusankoski		K	K
Kovjoki		Koi	508+925	Seinäjoki – Kokkola	Uusikaarlepyy	K		
Kruunupyy	Kronoby	Kpy	537+585	Seinäjoki – Kokkola	Kruunupyy	K	K	K
Kuivasjärvi		Kis	276+327	Tampere – Seinäjoki	Parkano	K		
KUOPIO		Kpo		Pieksämäki – Siilinjärvi		M		
Kuopio asema		Kuo	464+590		Kuopio			K
Kuopio tavara		Kuot	465+500		Kuopio		K	K
		Krk	452+013	Seinäjoki – Kaskinen	Kurikka			
Kurkimäki		Krm	444+074	Pieksämäki – Siilinjärvi	Kuopio	K		K
Kursu		Kuu	1095+034	Laurila – Kelloselkä	Salla			
Kuurila		Ku	138+769	Riihimäki – Tampere	Kalvola	K		
Kuusanlampi		Ksn	194+000	Kouvola – Kuusankoski	Kouvola		K	
Kuusivaara		Kvr	1037+026	Laurila – Kelloselkä	Kemijärvi			

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Kylänlahti		Kyn	742+960	Joensuu – Kontiomäki	Lieksa			
Kymi	Kymmene	Ky	233+450	Kouvola – Kotka	Kotka	M	K	K
Kyminlinna		Kln	237+229	Kouvola – Kotka	Kotka			
Kyrö		Kö	232+875	Toijala – Turku	Karinainen	K	K	K
Kyrölä		Krö	34+784	Helsinki – Riihimäki	Järvenpää			
Kälviä	Kelviå	Klv	568+144	Kokkola – Ylivieska	Kälviä	K		
Köykkäri		Kök	486+491	Seinäjoki – Kokkola	Alahärmä	K		
Laaja		Lja	722+271	Kontiomäki – Pesiökylä	Suomussalmi	K		
Lahdenperä		Lpr	267+080	Orivesi – Jyväskylä	Jämsä	K		
Lahnaslampi		Lhn	881+053	Vuokatti – Lahnaslampi	Sotkamo		K	
Lahti	Lahtis	Lh	130+170	Riihimäki – Lahti	Lahti	K	K	K
Laihia	Laihela	Lai	468+916	Seinäjoki – Vaasa	Laihia	K		
Lakiala		Lak	209+214	Tampere – Seinäjoki	Ylöjärvi	K		
Lamminkoski		Lmk	268+785	Tampere – Seinäjoki	Parkano	K		
Lapinjärvi	Lappträsk	Lpj	185+432	Lahti – Loviisan satama	Lapinjärvi			
Lapinlahti		Lna	525+604	Siilinjärvi – Iisalmi	Lapinlahti	K		
Lapinneva		Lpn	415+618	Niinisalo – Parkano	Parkano			
Lappeenranta	Villmanstrand	Lr	287+726	Luumäki – Parikkala	Lappeenranta	K	K	K
Lappila		Laa	97+693	Riihimäki – Lahti	Kärkölä			
Lappohja	Lappvik	Lpo	189+639	Karjaa – Hanko	Hanko	K	K	K
Lapua	Lappo	Lpa	441+094	Seinäjoki – Kokkola	Lapua	K	K	K
Larvakytö		Lyö	333+057	Tampere – Seinäjoki	Seinäjoki	K		
Laukaa		Lau	401+193	Jyväskylä – Haapajärvi	Laukaa			
Laurila		Lla	865+776	Oulu – Laurila	Keminmaa	K		K
Lauritsala		Lrs	291+936	Luumäki – Parikkala	Lappeenranta	K	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Lautiosaari		Li	863+064	Oulu – Laurila	Kemi	K		K
Lelkola		Lkl	276+011	Kouvola – Pieksämäki	Hirvensalmi	K		
Lempäälä		Lpä	165+928	Riihimäki – Tampere	Lempäälä	K		
Leppäkoski		Lk	87+830	Riihimäki – Tampere	Janakkala	K		
Leppävaara	Alberga	Lpv	11+249	Helsinki – Karjaa	Espoo	K		K
Leteensuo		Lts	123+554	Riihimäki – Tampere	Hattula	K		
Lieksa		Lis	728+121	Joensuu – Kontiomäki	Lieksa	K	K	K
(Lieksan teollisuuskylä)			728+847	Joensuu – Kontiomäki	Lieksa		K	
Lielahti		Llh	193+393	Tampere – Seinäjoki	Tampere	K	K	K
Lievestuore		Lvt	402+191	Jyväskylä – Pieksämäki	Laukaa	K	K	K
Liminka	Limingo	Lka	728+483	Ylivieska – Oulu	Liminka	K		K
Lohiluoma		Luo	463+619	Seinäjoki – Kaskinen	Kurikka			
Lohja	Lojo	Lo	122+965	Hyvinkää – Karjaa	Lohja			
Lohjanjärvi		Loj	128+036	Lohja – Lohjanjärvi	Lohja		K	
(Lohja Oy)			588+427	Joensuu – Siilinjärvi	Outokumpu		K	
Loimaa		Lm	208+870	Toijala – Turku	Loimaa	K	K	K
Louhela	Klippsta	Loh	13+190	Huopalahti – Vantaankoski	Vantaa			
Loukolampi		Lol	360+013	Kouvola – Pieksämäki	Pieksämäki	K		
Loviisan satama	Lovisa hamn	Lvs	207+209	Lahti – Loviisan satama	Loviisa	M	K	K
Luikonlahti		Lui	557+061	Viinijärvi – Siilinjärvi	Kaavi	K	K	
Luoma	Bobäck	Lma	27+807	Helsinki – Karjaa	Kirkkonummi			
Lustikulla		Lul	35+347	Helsinki – Riihimäki	Järvenpää	K		
Lusto		Lus	509+170	Savonlinna – Parikkala	Punkaharju			
Luumäki		Lä	250+540	Kouvola – Luumäki	Luumäki	K	K	K
Lähdemäki		Läh	79+373	Kerava – Hakosilta	Orimattila	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Länkipohja		Läp	256+024	Orivesi – Jämsänkoski	Jämsä	K		
Maanselkä		Mlk	836+049	Joensuu – Kontiomäki	Sotkamo			
Maaria	St Marie	Mri	262+070	Toijala – Turku	Turku	K		
Madesjärvi		Md	291+821	Tampere – Seinäjoki	Jalasjärvi	K		
Majajärvi		Mjj	216+317	Tampere – Seinäjoki	Ylöjärvi	K		
Malmi	Malm	Ml	10+900	Helsinki – Riihimäki	Helsinki	K		
Malminkartano	Malmgård	Mlo	10+730	Huopalahti – Vantaankoski	Helsinki			
Mankki	Mankby	Mnk	25+401	Helsinki – Karjaa	Kirkkonummi		K	
Markkala		Mrk	403+737	Pieksämäki – Siilinjärvi	Suonenjoki	K		
Martinlaakso	Mårtensdal	Mrl	14+010	Huopalahti – Vantaankoski	Vantaa	K		
Masala	Masaby	Mas	29+561	Helsinki – Karjaa	Kirkkonummi			
Matkaneva		Mtv	562+059	Kokkola – Ylivieska	Kälviä	K		
Mattila		Mat	159+906	Riihimäki – Tampere	Lempäälä	K		
Meltola	Mjöbolsta	Mel	149+862	Kirkniemi – Karjaa	Karjaa		K	
(Metro)		Metr	7+515	Helsinki – Riihimäki	Helsinki		K	
Metsäkansa		Msä	155+811	Toijala – Valkeakoski	Valkeakoski			
Mikkeli	St Michel	Mi	305+165	Kouvola – Pieksämäki	Mikkeli	K	K	K
Misi		Mis	1021+255	Laurila – Kelloselkä	Rovaniemi			
Mommila		Mla	91+430	Riihimäki – Lahti	Hausjärvi			
Muhos		Mh	788+424	Oulu – Kontiomäki	Muhos	K		K
Mukkula		Muk	140+012	Lahti – Mukkula	Lahti		K	K
Murtomäki		Mur	613+165	Iisalmi – Kontiomäki	Kajaani	K		
Mustio	Svartå	Mso	143+000	Hyvinkää – Karjaa	Karjaa		K	
Mustola			295+526	Lappeenranta – Mustolan satama	Lappeenranta		K	
Mustolan satama		Mst	296+720	Lappeenranta – Mustolan satama	Lappeenranta		K	
Muukko		Mko	297+112	Luumäki – Parikkala	Lappeenranta	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Muurame		Muu	324+768	Orivesi – Jyväskylä	Muurame	K		
Muurola		Mul	948+494	Laurila – Kelloselkä	Rovaniemi	K		
Myllykangas		Mys	815+693	Oulu – Laurila	Ii	K		
Myllykoski		Mki	203+742	Kouvola – Kotka	Anjalankoski	K		
Myllymäki		My	333+721	Haapamäki – Seinäjoki	Ähtäri			K
Myllyoja		Myl	161+727	Lahti – Heinola	Heinola	K		
Mynttilä		Myt	270+889	Kouvola – Pieksämäki	Mäntyharju	K		
Mynämäki		Myn	229+607	Turku – Uusikaupunki – Hangonsaari	Mynämäki	M		
Myrskylä	Mörskom	Myä	169+771	Lahti – Loviisan satama	Lapinjärvi			
Myyrmäki	Myrbacka	Myr	12+130	Huopalahti – Vantaankoski	Vantaa	K		
Mäkkylä		Mäk	9+511	Helsinki – Karjaa	Espoo			
Mäntsälä		Mlä	59+210	Kerava – Hakosilta	Mäntsälä	K		
Mänttä		Män	282+740	Vilppula – Mänttä	Mänttä		K	K
Mäntyharju		Mr	262+680	Kouvola – Pieksämäki	Mäntyharju	K	K	K
Mäntyluoto		Mn	342+020	Pori – Mäntyluoto	Pori	M	K	K
Naantali	Nådendal	Nnl	213+934	Raisio – Naantali	Naantali		K	K
Naarajärvi		Nri	449+862	Jyväskylä – Pieksämäki	Pieksämäki		K	
Nakkila		Nal	308+091	Kokemäki – Pori	Nakkila	K		
Nastola		Nsl	146+169	Lahti – Kouvola	Nastola			
Niemenpää		Nmp	923+605	Tornio – Kolari	Tornio	K		
Niinimaa		Nii	383+155	Haapamäki – Seinäjoki	Alavus			
Niinisalo		Nns	386+215	Niinisalo – Parkano	Kankaanpää		K	
Niirala		Nrl	555+846	Niirala-raja – Säkäniemi	Tohmajärvi	K	K	K
Niirala-raja		Nrlr	554+080	Niirala-raja – Säkäniemi	Tohmajärvi	K		
Niittylahti		Nth	613+475	Säkäniemi – Joensuu	Pyhäselkä	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Nikkilä	Nickby	Nlä	39+176	Kerava – Porvoo / Sköldvik	Sipoo			
Nivala		Nvl	676+878	Iisalmi – Ylivieska	Nivala	K		
Nokia		Noa	204+004	Lielahti – Kokemäki	Nokia	K	K	K
Nummela		Nm	109+368	Hyvinkää – Karjaa	Vihti			
Nuppulinna		Nup	44+210	Helsinki – Riihimäki	Tuusula			
Nurmes		Nrm	784+420	Joensuu – Kontiomäki	Nurmes	K		K
Närpiö	Närpes	När	518+254	Seinäjoki – Kaskinen	Närpiö			
Ohenmäki			542+264	Siilinjärvi – Iisalmi	Iisalmi			
Oitti		Oi	86+809	Riihimäki – Lahti	Hausjärvi			
Olli		Olli	45+734	Kerava – Porvoo / Sköldvik	Porvoo	K	K	
Onttola		Ont	631+177	Joensuu – Viinijärvi	Joensuu		K	
Orimattila		Om	150+407	Lahti – Loviisan satama	Orimattila			
Orivesi		Ov	228+276	Tampere – Orivesi	Orivesi	K	K	K
Otalampi		Otp	94+900	Hyvinkää – Karjaa	Vihti			
Otanmäki		Otm	638+822	Murtomäki – Otanmäki	Kajaani		K	K
Otava		Ot	290+521	Kouvola – Pieksämäki	Mikkeli	K		K
Otavan satama		Ots	292+885	Otava – Otavan satama	Mikkeli		K	K
Oulainen		Ou	657+850	Ylivieska – Oulu	Oulainen	K	K	K
OULU	Uleåborg	Oul		Ylivieska – Oulu	Oulu	M		
Oulu asema		Ol	752+778		Oulu			K
Oulu Nokela		Nok	750+030		Oulu		K	K
Oulu Oritkari		Ori	751+180		Oulu		K	K
Oulu tavara		Olt	751+360		Oulu		K	K
Oulu Tuira		Tua	755+510		Oulu		K	K
Paimio	Pemar	Po	171+885	Karjaa – Turku	Paimio	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Palopuro		Plp	54+535	Helsinki – Riihimäki	Hyvinkää	K		
Paltamo		Pto	901+579	Oulu – Kontiomäki	Paltamo	K	K	K
(Palta Oy)			905+050	Oulu – Kontiomäki	Paltamo		K	
Pankakoski		Pas	731+865	Lieksa – Pankakoski	Lieksa			
Parikkala		Par	387+302	Luumäki – Parikkala	Parikkala	K		K
Parkano		Pko	262+483	Tampere – Seinäjoki	Parkano	K	K	K
Parola		Prl	115+764	Riihimäki – Tampere	Hattula		K	
Pello		Pel	1002+632	Tornio – Kolari	Pello	K	K	
Peltosalmi		Pmi	545+355	Siilinjärvi – Iisalmi	Iisalmi		K	
(Perniön viljavarasto)		Pö	129+261	Pasila – Turku satama	Perniö		K	
Peräseinäjoki		Psj	318+481	Tampere – Seinäjoki	Seinäjoki	K	K	
Pesiökylä		Psk	732+752	Kontiomäki – Ämmänsaari	Suomussalmi	M		K
Petäjävesi		Pvi	343+357	Haapamäki – Jyväskylä	Petäjävesi	K		
PIEKSÄMÄKI		Pie		Kouvola – Pieksämäki		K		
Pieksämäki asema		Pm	376+000		Pieksämäki		K	K
Pieksämäki lajittelu		Pmla	378+640		Pieksämäki		K	K
Pieksämäki tavara		Pmt	379+960		Pieksämäki		K	K
Pieksämäki Temu		Tmu	377+340		Pieksämäki		K	K
Pietarsaari	Jakobstad	Pts	528+780	Pännäinen – Pietarsaari	Pietarsaari	M	K	K
Pihlajavesi		Ph	312+500	Haapamäki – Seinäjoki	Keuruu	K		
Pihlava		Plv	337+091	Pori – Mäntyluoto	Pori		K	
Pihtipudas		Pp	540+605	Jyväskylä – Haapajärvi	Pihtipudas			
Piikkiö	Pikis	Pik	182+785	Karjaa – Turku	Piikkiö	K		
Pikkarala		Pkl	771+765	Oulu – Kontiomäki	Oulu	K	K	
Pitäjänmäki	Sockenbacka	Pjm	8+474	Helsinki – Karjaa	Helsinki			

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Pohjankuru	Skuru	Pku	94+907	Karjaa – Turku	Pohja	K	K	
Pohjois-Haaga	Norra Haga	Poh	8+050	Huopalahti – Vantaankoski	Helsinki			
Pohjois-Louko		Plu	329+329	Tampere – Seinäjoki	Seinäjoki	K		
Poikkeus		Pkk	254+744	Tampere – Seinäjoki	Parkano	K		
Poiksilta		Poi	416+728	Parikkala – Säkäniemi	Kesälahti			
Pori	Björneborg	Pri	322+278	Kokemäki – Pori	Pori	M	K	K
Porokylä		Por	787+046	Joensuu – Kontiomäki	Nurmes		K	
Porvoo	Borgå	Prv	62+287	Olli – Porvoon keskusta	Porvoo			K
Porvoon keskusta	Borgå Centrum	Pvk	62+934	Olli – Porvoon keskusta	Porvoo			
Puhos		Pus	452+808	Parikkala – Säkäniemi	Kitee	K	K	K
Puistola	Parkstad	Pla	14+050	Helsinki – Riihimäki	Helsinki			
Pukinmäki	Bocksbacka	Pmk	9+442	Helsinki – Riihimäki	Helsinki			
Pulsa		Pl	262+491	Luumäki – Vainikkala-raja	Lappeenranta	K		
Punkaharju		Pun	515+111	Savonlinna – Parikkala	Punkaharju	K	K	K
Purola		Pur	40+533	Helsinki – Riihimäki	Järvenpää	K		
Pyhäkumpu		Pyk	615+415	Pyhäkumpu erk.vh – Pyhäkumpu	Pyhäjärvi		K	
Pyhäkumpu erk.vh.			613+511	Iisalmi – Ylivieska	Pyhäjärvi	K		
Pyhäsalmi		Phä	615+934	Iisalmi – Ylivieska	Pyhäjärvi	K	K	
Pännäinen	Bennäs	Pnä	518+604	Seinäjoki – Kokkola	Pedersöre	K		K
Pääskylahti		Pky	484+913	Savonlinna – Parikkala	Savonlinna	K	K	K
Raahe	Brahestad	Rhe	726+726	Tuomioja – Raahe	Raahe	M	K	K
Raippo		Rpo	270+052	Luumäki – Vainikkala-raja	Lappeenranta	K	K	
Raisio	Reso	Rai	207+829	Turku – Uusikaupunki – Hangonsaari	Raisio	M	K	
Rajamäki		Rm	72+267	Hyvinkää – Karjaa	Nurmijärvi		K	
Rajaperkiö		Rjp	448+396	Seinäjoki – Kokkola	Lapua	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Rantasalmi		Rmi	445+165	Huutokoski – Savonlinna	Rantasalmi		K	
Rasinsuo		Ras	258+510	Luumäki – Parikkala	Luumäki	K		
Ratikylä		Rlä	284+344	Tampere – Seinäjoki	Kihniö	K		
Rauha		Rah	318+490	Luumäki – Parikkala	Joutseno	K		K
Rauhalahti		Rhl	380+510	Jyväskylä – Pieksämäki	Jyväskylä			
Rauma	Raumo	Rma	331+659	Kokemäki – Rauma	Rauma	M	K	K
Raunio		Rio	464+845	Seinäjoki – Kokkola	Kauhava	K		
Rautaruukki		Rat	730+050	Tuomioja – Raahe	Raahe		K	
Rautjärvi		Rjä	345+788	Luumäki – Parikkala	Rautjärvi	K		
(Rautpohja)			372+841	Haapamäki – Jyväskylä	Jyväskylä		K	
Rekola	Räckhals	Rkl	20+615	Helsinki – Riihimäki	Vantaa	K		
Retretti		Ree	507+500	Savonlinna – Parikkala	Punkaharju			
RIIHIMÄKI		Rii		Helsinki – Riihimäki		K		
Arolampi		Arp	66+600		Riihimäki			
Riihimäki asema		Ri	71+410		Riihimäki		K	K
Riihimäki lajittelu		Rila	70+068		Riihimäki			K
Riihimäki tavara		Rit	68+773		Riihimäki			K
Riippa		Rpa	578+065	Kokkola – Ylivieska	Kälviä	K		
Ristiina		Rst	291+162	Mynttilä – Ristiina	Ristiina		K	K
Ristijärvi		Rjv	676+804	Kontiomäki – Ämmänsaari	Ristijärvi			
Rovaniemi		Roi	971+775	Laurila – Kelloselkä	Rovaniemi	M	K	K
Ruha		Rha	433+128	Seinäjoki – Kokkola	Lapua	K		
Runni		Rnn	568+518	Iisalmi – Ylivieska	Iisalmi			
Ruosniemi		Rsn	330+936	Pori – Ruosniemi	Pori		K	
Ruukki		Rki	705+228	Ylivieska – Oulu	Siikajoki	K	K	K
Ruusutorppa		Rus	11+927	Helsinki – Karjaa	Espoo	K		

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Ryttylä		Ry	80+770	Riihimäki – Tampere	Hausjärvi		K	
Röykkä		Rö	80+657	Hyvinkää – Karjaa	Nurmijärvi		K	
Röyttä		Röy	893+917	Tornio – Röyttä	Tornio		K	
Saakoski		Saa	305+373	Orivesi – Jyväskylä	Korpilahti	K		
Saari		Sr	405+246	Parikkala – Säkäniemi	Parikkala	K		
Saarijärvi		Srj	452+723	Jyväskylä – Haapajärvi	Saarijärvi	M	K	
Salla		Sll	1121+403	Laurila – Kelloselkä	Salla			
Salminen		Sln	426+718	Pieksämäki – Siilinjärvi	Suonenjoki	K		
Salmivaara		Smv	1111+444	Laurila – Kelloselkä	Salla			
Salo		Slo	143+981	Karjaa – Turku	Salo	K		K
Salpausselkä		Sss	129+372	Lahti – Salpausselkä	Lahti			
Sammalisto		Sam	74+487	Riihimäki – Tampere	Riihimäki	K		
Santala	Sandö	Sta	196+908	Karjaa – Hanko	Hanko			
Santamäki			838+314	Oulu – Kontiomäki	Vaala			
Saunakallio		Sau	38+846	Helsinki – Riihimäki	Järvenpää	K	K	K
Savio		Sav	26+265	Helsinki – Riihimäki	Kerava		K	
Savonlinna	Nyslott	Sl	481+772	Savonlinna – Parikkala	Savonlinna	K	K	K
Savonlinna-Kauppatori		Slk	482+748	Savonlinna – Parikkala	Savonlinna			
(Savontalo)		Nip	194+017	Kouvola – Kuusankoski	Kouvola		K	
SEINÄJOKI		Sei		Tampere – Seinäjoki		M		
Seinäjoki asema		Sk	418+001		Seinäjoki		K	K
Seinäjoki tavara		Skt	416+580		Seinäjoki		K	K
Selänpää		Spä	209+869	Kouvola – Pieksämäki	Valkeala	K		
Sieppijärvi		Spj	1045+904	Tornio – Kolari	Kolari			
Sievi		Svi	613+592	Kokkola – Ylivieska	Sievi	K		K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Siikamäki		Skä	389+745	Pieksämäki – Huutokoski	Pieksämäki	K		
Siilinjärvi		Sij	489+718	Pieksämäki – Siilinjärvi	Siilinjärvi	K	K	K
Simo		Sim	833+715	Oulu – Laurila	Simo	K		
Simpele		Spl	368+317	Luumäki – Parikkala	Rautjärvi	K	K	K
Sipilä		Sip	68+697	Kerava – Hakosilta	Mäntsälä	K		
Sisättö		Stö	235+602	Tampere – Seinäjoki	Ikaalinen	K		
Siuntio	Sjundeå	Sti	51+285	Helsinki – Karjaa	Siuntio	K		
Siuro		Siu	213+355	Lielahti – Kokemäki	Nokia	K		
Skogby		Sgy	184+790	Karjaa – Hanko	Tammisaari			
Sköldvik	Kilpilahti	Sld	56+360	Kerava – Porvoo / Sköldvik	Porvoo	M	K	K
Soinlahti		Soa	559+651	Iisalmi – Kontiomäki	Iisalmi		K	K
Sorsasalo		Sor	473+775	Pieksämäki – Siilinjärvi	Kuopio			
Sukeva		Skv	589+222	Iisalmi – Kontiomäki	Sonkajärvi			
Suolahti		Suo	417+796	Jyväskylä – Haapajärvi	Äänekoski	K	K	K
Suonenjoki		Snj	413+842	Pieksämäki – Siilinjärvi	Suonenjoki	K		K
Suoniemi		Snm	220+655	Lielahti – Kokemäki	Nokia	K		
Syrjä		Syr	452+865	Huutokoski – Viinijärvi	Heinävesi			
Syrjämäki		Ski	341+621	Tampere – Seinäjoki	Nurmo	K		
Sysmäjärvi		Smj	669+601	Viinijärvi – Siilinjärvi	Outokumpu		K	K
Säkylä		Säk	315+928	Kiukainen – Säkylä	Säkylä		K	K
Säkäniemi		Sä	586+873	Säkäniemi – Joensuu	Tohmajärvi	K		
Sänkimäki		Skm	504+505	Viinijärvi – Siilinjärvi	Nilsiä			
Särkisalmi		Smi	536+082	Savonlinna – Parikkala	Parikkala			
Sääksjärvi		Sj	177+734	Riihimäki – Tampere	Tampere	K		
Taavetti		Ta	238+589	Kouvola – Luumäki	Luumäki		K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Tahkoluoto		Tko	350+750	Pori – Mäntyluoto	Pori		K	K
Taipale		Te	537+605	Siilinjärvi – Iisalmi	Iisalmi	K		
Talviainen		Tv	247+245	Orivesi – Jyväskylä	Orivesi	K		
Tammisaari	Ekenäs	Tms	174+056	Karjaa – Hanko	Tammisaari			
TAMPERE	Tammerfors	Tre		Riihimäki – Tampere		M	K	K
Tampere asema		Tpe	187+389		Tampere			
Tampere Järvensivu		Jvs	187+814		Tampere			
Tampere tavara		Tpet	184+100		Tampere			
Tampere Viinikka		Vka	185+400		Tampere			
Tapanila	Mosabacka	Tna	12+610	Helsinki – Riihimäki	Helsinki			
Tapavainola		Tap	270+405	Luumäki – Parikkala	Lappeenranta	K		
Tavastila		Tsl	228+854	Kouvola – Kotka	Kotka			
Tervajoki		Tk	460+156	Seinäjoki – Vaasa	Isokyrö			
Tervasuo			645+040	Joensuu – Ilomantsi	Joensuu			
Tervola		Trv	900+521	Laurila – Kelloselkä	Tervola	K		
Teuva	Östermark	Tuv	497+474	Seinäjoki – Kaskinen	Teuva		K	
Tikkala		Tkk	592+461	Säkäniemi – Joensuu	Tohmajärvi	K		
Tikkurila	Dickursby	Tkl	15+861	Helsinki – Riihimäki	Vantaa	K	K	K
Tohmajärvi		Toh	571+752	Niirala-raja – Säkäniemi	Tohmajärvi	M		
Toijala		Tl	147+339	Riihimäki – Tampere	Akaa	K	K	K
Toivala		Toi	479+162	Pieksämäki – Siilinjärvi	Siilinjärvi	K		
Tolsa	Tolls	Tol	35+634	Helsinki – Karjaa	Kirkkonummi			
Tommola		Tom	117+197	Riihimäki – Lahti	Hollola	K		
Torkkeli		Trk	240+154	Orivesi – Jämsänkoski	Orivesi	K		
Tornio	Torneå	Tor	884+646	Laurila – Tornio-raja	Tornio	K	K	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Tornio-raja	Torneå gränsen	Trr	887+236	Laurila – Tornio-raja	Tornio	K		
Tuomarila	Domsby	Trl	19+022	Helsinki – Karjaa	Espoo			
Tuomioja		Tja	698+504	Ylivieska – Oulu	Siikajoki	K		K
Turenki		Tu	93+771	Riihimäki – Tampere	Janakkala	K	K	K
TURKU	Åbo	Tur		Karjaa – Turku	Turku	M		
Kupittaa	Kuppis	Kut	196+372		Turku			
Turku asema		Tku	199+673		Turku		K	K
Turku satama	Åbo hamn	Tus	277+696		Turku		K	
Turku tavara		Tkut	200+460		Turku		K	K
Turku Viheriäinen		Vie	209+305		Naantali		K	
Tuupovaara		Tpv	668+672	Joensuu – Ilomantsi	Joensuu			K
Tuuri		Tuu	366+962	Haapamäki – Seinäjoki	Alavus			K
Törmä		Tör	878+075	Laurila – Kelloselkä	Keminmaa	K		
Törölä		Trä	264+972	Luumäki – Parikkala	Lappeenranta	K		
Töysä		Tö	356+397	Haapamäki – Seinäjoki	Alavus			
Uimaharju		Uim	674+451	Joensuu – Kontiomäki	Eno	K	K	K
Ulasoori		Uso	328+188	Pori – Mäntyluoto	Pori			
Urjala		Ur	165+588	Toijala – Turku	Urjala	K		
Utajärvi		Utj	810+502	Oulu – Kontiomäki	Utajärvi	K		K
Utti		Uti	204+085	Kouvola – Luumäki	Anjalankoski			
Uusikaupunki	Nystad	Ukp	264+795	Turku – Uusikaupunki – Hangonsaari	Uusikaupunki	M	K	
Uusikylä		Ukä	150+722	Lahti – Kouvola	Nastola	M		K
Vaajakoski		Vko	384+866	Jyväskylä – Pieksämäki	Jyväskylän mlk	K		
Vaala		Vaa	844+671	Oulu – Kontiomäki	Vaala	K		K
Vaarala		Vra	981+481	Laurila – Kelloselkä	Rovaniemi			

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
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Vaasa	Vasa	Vs	492+588	Seinäjoki – Vaasa	Vaasa	M	K	K
Vahojärvi		Vjr	244+926	Tampere – Seinäjoki	Parkano	K		
VAINIKKALA		Vai		Luumäki – Vainikkala-raja		M		
Vainikkala asema		Vna	282+784		Lappeenranta		K	K
Vainikkala tavara		Vnat	281+700		Lappeenranta		K	K
Vainikkala-raja		Vnar	284+862	Luumäki – Vainikkala-raja	Lappeenranta	K		
Valimo	Gjuteriet	Vmo	7+480	Helsinki – Karjaa	Helsinki			
Valkeakoski		Vi	164+952	Toijala – Valkeakoski	Valkeakoski		K	K
Valkeasuo		Vso	583+976	Niirala-raja – Säkäniemi	Tohmajärvi			
Valtimo		Vlm	808+636	Joensuu – Kontiomäki	Valtimo			
Vammala		Vma	245+885	Lielahti – Kokemäki	Vammala	K	K	K
Vanattara		Vtr	172+340	Riihimäki – Tampere	Lempäälä	K		
Vantaankoski	Vandaforsen	Vks	14+907	Huopalahti – Vantaankoski	Vantaa	K		
Varkaus		Var	424+685	Huutokoski – Viinijärvi	Varkaus	K	K	K
Vartius		Vus	753+755	Kontiomäki – Vartius-raja	Kuhmo	M		K
Vartius-Raja		Vur	755+856	Kontiomäki – Vartius-raja	Kuhmo	K		
Vasikkahaka		Vkh	31+175	Helsinki – Karjaa	Kirkkonummi	K		
Vaskiluoto	Vasklot	Vsk	496+463	Seinäjoki – Vaasa	Vaasa		K	
Venetmäki		Vki	433+164	Jyväskylä – Pieksämäki	Pieksämäki	K		
Vesanka		Vn	364+469	Haapamäki–Jyväskylä	Jyväskylän mlk			
Viekki		Vk	753+979	Joensuu – Kontiomäki	Lieksa			
Vierumäki		Vrm	153+801	Lahti – Heinola	Heinola	M		
Vihanti		Vti	684+573	Ylivieska – Oulu	Vihanti	K	K	K
Vihtari		Vih	489+889	Huutokoski – Viinijärvi	Heinävesi	K		
Viiala		Via	154+288	Riihimäki – Tampere	Akaa		K	

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Liikenteen-ohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
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Viinijärvi		Vnj	656+569	Joensuu – Viinijärvi	Liperi	K		K
Vika		Vik	1010+478	Laurila – Kelloselkä	Rovaniemi			
Vilppula		Vlp	274+760	Orivesi – Haapamäki	Vilppula	K		K
Vinnilä		Vin	131+243	Riihimäki – Tampere	Kalvola	K		
Virtakallio		Vrk	89+900	Kerava – Hakosilta	Orimattila	K		
Voltti		Vt	479+402	Seinäjoki – Kokkola	Alahärmä	K		
Vuohijärvi		Vhj	221+308	Kouvola – Pieksämäki	Valkeala	K		
Vuojoki		Vjo	318+501	Kokemäki – Rauma	Eurajoki	K		
Vuokatti		Vkt	868+838	Joensuu – Kontiomäki	Sotkamo	M	K	K
Vuonislahti		Vsl	705+240	Joensuu – Kontiomäki	Lieksa			
Vuonos		Vns	588+808	Sysmäjärvi – Vuonos	Outokumpu		K	
(Vuorten-Vuori)			576+687	Jyväskylä – Haapajärvi	Haapajärvi		K	
Ykspihlaja	Yxpila	Yks	555+428	Kokkola – Ykspihlaja	Kokkola		K	
Ylistaro		Yst	439+558	Seinäjoki – Vaasa	Ylistaro			
Ylitornio		Ytr	946+139	Tornio – Kolari	Ylitornio			
Ylivalli		Ylv	302+016	Tampere – Seinäjoki	Jalasjärvi	K	K	
Ylivieska		Yv	630+343	Kokkola – Ylivieska	Ylivieska	M	K	K
Yläkoski		Ylk	416+984	Suonenjoki – Iisvesi	Suonenjoki		K	
Ylämylly		Yly	639+019	Joensuu – Viinijärvi	Liperi			
Ylöjärvi		Ylö	200+753	Tampere – Seinäjoki	Ylöjärvi	K		
Ypykkävaara		Ypy	729+780	Kontiomäki – Vartius-raja	Kuhmo			
Äetsä		Äs	258+280	Lielahti – Kokemäki	Äetsä	K	K	K
Ähtäri	Etseri	Äht	346+067	Haapamäki – Seinäjoki	Ähtäri	K		
Ämmänsaari		Äm	750+448	Kontiomäki – Ämmänsaari	Suomussalmi	M		K
Äänekoski		Äki	424+515	Jyväskylä – Haapajärvi	Äänekoski	K	K	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilö-liikennettä	Tavara-liikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ahvenus				0	769	–	–	–	–	–	–	–	–
Airaksela				0	876	–	–	–	–	–	–	–	K
Aittaluoto				0	485	–	–	–	Y	–	–	–	K
Ajos				0	806	25 A	Y	–	Y	–	–	–	K
Alapitkä				0	672	25 A	–	–	K	–	–	–	K
Alavus	80	203	265	2	781	25 A	–	–	K	–	–	K	K
Alholma				0	777	–	–	–	K, Y	–	–	–	K
Alvajärvi				0	608	–	–	–	K	–	–	–	K
Arola				0	793	25A	24	–	K	–	–	–	K
Dragsvik		70	550	1	966	–	–	–	–	–	–	K	–
Dynamiittivaihde				0	151	–	–	–	K	–	–	–	K
Elijärvi				0	205	–	–	–	–	–	–	–	K
Eläinpuisto-Zoo		99	265	1	0	–	–	–	–	–	–	K	–
Eno		80	550	1	646	16 A	–	–	K	–	–	K	K
Ervelä				0	632	–	–	–	–	–	–	–	–
Eskola		(120)	(265)	(1)	818	–	11	–	K	–	–	–	K
Espoo	240	322	550	4	281	–	–	–	–	–	–	K	–
(Esso)				0	0	–	–	–	–	–	–	–	–
(Finnish Chemicals)				0	0	–	–	–	–	–	–	–	–
Haapajärvi		160	265	1	767	25 A	12	–	K, Y	–	–	K	K
Haapakoski				0	789	–	–	–	K	–	–	–	–
(Haapamäen kyllästämö)				0	0	–	–	–	–	–	–	–	–
Haapamäki	188	325	265	4	711	63 A	60	–	K	–	–	K	K
Haarajoki	220	220	550	2	263	–	–	–	–	–	–	–	–
Hakosilta				0	0	–	–	–	–	–	–	–	–
Haksi		20	265	1	0	–	–	–	–	–	–	K	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Hamina				0	881	25 A	15	K	K	Y	K	–	K
Hammaslahti		146	265	1	710	–	13	–	K	–	–	K	K
Hanala				0	0	–	–	–	–	–	–	–	–
Hangonsaari				0	442	–	–	–	–	–	–	–	K
Hanhikoski				0	160	–	20	–	K	–	–	–	–
Hankasalmi	233	289	265	2	774	25 A	20	K	K, Y	–	–	K	K
Hanko	108	108	265	2	772	63 A	167	K	K	Y	–	K	K
Hanko-Pohjoinen		68	550	1	0	–	–	–	–	–	–	K	–
Harjavalta	250	250	550	2	789	25 A	–	–	K	–	–	K	K
Harju				0	820	–	–	–	K	–	–	–	–
Harviala				0	0	–	–	–	–	–	–	–	–
Haukipudas				0	865	–	12	–	K	–	–	–	–
Haukivuori	199	200	265	2	927	–	5	–	K	–	–	K	K
Hausjärvi				0	687	–	–	–	–	Y	–	–	–
Haviseva				0	0	–	–	–	–	–	–	–	–
Heikkilä				0	0	–	–	–	–	–	–	–	–
Heinola		106	265	1	608	25 A	45	–	K	–	–	–	K
Heinoo				0	769	–	–	–	–	–	–	–	–
Heinävaara				0	690	–	–	–	K	–	–	–	K
Heinävesi	100	206	265	2	613	–	9	–	K	–	–	K	K
HELSINKI													
Helsinki asema	265	477	550	19	493	63 A	–	K	–	–	–	K	–
Helsinki Kivihaka				0	0	–	–	–	–	–	–	–	–
Helsinki Länsisatama				0	600	–	–	–	K	Y	–	–	K
Helsinki Sörnäinen				0	0	–	–	–	K	Y	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ilmala asema	275	275	550	2	0	–	–	–	–	–	–	K	–
Ilmala ratapiha				0	0	63 A, 1500 V	–	–	–	–	K	–	–
Käpylä	244	334	550	2	–	–	–	–	–	–	–	K	–
Oulunkylä	270	274	550	2	–	–	–	–	–	–	–	K	–
Pasila alapiha				0	933	25 A	–	–	–	–	–	–	K
Pasila asema	322	425	550	10	–	–	–	–	–	–	–	K	–
Pasila tavara				0	742	–	230, Y	K	K	50	–	–	K
Herrala	110	110	550	2	0	–	–	–	–	–	–	K	–
Hiekkaharju	257	526	550	3	0	–	–	–	–	–	–	K	–
Hiirola				0	784	–	–	–	–	–	–	–	–
Hikiä	120	120	550	2	0	–	–	–	–	–	–	K	–
Hillosensalmi		(178)	(550)	(1)	833	–	–	–	–	–	–	–	–
Hinthaara	55	65	265	2	108	–	–	–	–	–	–	K	–
Hirvineva				0	862	25 A	12	–	K	–	–	–	–
Humppila	249	430	550	2	800	25 A	29	–	Y	–	–	K	K
Huopalahti	270	270	550	4	0	–	–	–	–	–	–	K	–
Huutokoski				0	672	25 A	–	–	–	–	–	–	–
Hyrynsalmi		(100)	(265)	(1)	768	25 A	12	–	K	–	–	–	K
Hyvinkää	315	332	550	3	770	25 A	20	–	K	–	–	K	K
Hämeenlinna	257	450	550	3	1033	25 A	34	K	K	–	–	K	K
Härmä	(51)	188	265	1 (1)	855	–	18	–	K	–	–	K	K
Höljäkkä		92	265	1	618	25 A	–	–	K	–	–	K	K
Ii		92	265	1	724	–	–	–	K	–	–	K	–
(Iisalmen sahat)				0	0	–	–	–	–	–	–	–	–
(Iisalmen teollisuuskylä)				0	464	–	Y	–	–	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilö-liikennettä	Tavara-liikennettä
Namn	**Kortaste perrong-längd**	**Längsta perrong-längd**	**Perrong-höjd**	**Antal spår med perrong**	**Dimensionerande spårlängd (godstrafik)**	**Tillgång till elström**	**Sido-perrong**	**Perrong i ändan av banan**	**Lastning på samma plan**	**Lyftkran**	**Bränsle**	**Person-trafik**	**Godstrafik**
Name	**Min. platform length [m]**	**Max. platform length [m]**	**Platform height [mm]**	**Number of tracks with platforms**	**Design train length (freight traffic) [m]**	**Power supply [400 V, A]**	**Side loading platform [m]**	**End loading platform**	**Loading site**	**Crane [t]**	**Fuel**	**Passenger traffic**	**Freight traffic**
(Iisalmen teollisuusraiteet)				0	0	–	–	–	–	–	–	–	–
Iisalmi	162	396	265	3	763	63 A, 1500 V	83	Y	K, Y	–	K	K	K
Iisvesi				0	310	–	–	–	K	–	–	–	K
Iittala	170	170	550	2	0	–	–	–	–	–	–	K	–
Ilmajoki				0	0	–	–	–	–	–	–	–	–
Ilomantsi				0	787	25 A	–	–	K	–	–	–	K
IMATRA													
Imatra asema		450	265	1	0		–	–	–	–	–	K	–
Imatra tavara				0	935	63 A, 1500 V	–	–	–	–	K	–	K
Imatrankoski				0	1269	–	14	–	–	–	–	–	K
Pelkola				0	1410	–	–	–	–	–	–	–	K
Imatrankoski-raja				0	0	–	–	–	–	–	–	–	K
(Imatran terästehdas)				0	0	–	–	–	–	–	–	–	–
Immola				0	513	–	–	–	K	–	–	–	K
Inha		(99)	(265)	(1)	249	–	42	–	K	–	–	–	K
Inkeroinen	120	172	265	3	831	–	21	–	K	–	–	K	K
Inkoo	100	170	550	2	237	–	–	–	K	–	–	K	–
Isokangas				0	0	–	–	–	K	–	–	–	–
Isokylä				0	623	–	Y	–	K	–	–	–	K
Isokyrö	110	150	550/265	2	550	–	–	–	–	–	–	K	K
Jalasjärvi		51	550	1	794	–	27	–	K	–	–	K	–
Jepua		(133)	(265)	(1)	797	25 A	15	–	K	–	–	–	–
JOENSUU													
Joensuu asema	226	377	265	3	591	63 A, 1500 V	44	K	–	–	K	K	K
Joensuu Peltola				0	696	–	–	–	K	–	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Joensuu Sulkulahti				0	732	–	–	–	–	–	–	–	K
Jokela	320	338	550	3	851	–	–	–	K	–	–	K	–
Jokikylä				0	0	–	–	–	–	–	–	–	–
Joroinen		(80)	(265)	(1)	467	–	13	K	K	–	–	–	K
Jorvas	97	124	265	2	0	–	–	–	–	–	–	K	–
Joutjärvi				0	0	–	–	–	–	–	–	–	–
Joutseno	460	460	550	2	845	–	–	–	–	–	–	K	K
Joutsijärvi				0	611	25 A	–	–	Y	–	–	–	K
Juankoski				0	610	25 A	Y	–	K, Y	–	–	–	K
Jukajärvi				0	285	–	–	–	K	–	–	–	–
Jutila				0	0	–	–	–	–	–	–	–	–
Juupajoki		80	550	1	0	–	–	–	–	–	–	K	–
Juurikorpi				0	825	–	–	–	–	–	–	–	–
Jyränkö				0	0	–	–	–	–	–	–	–	–
Jyväskylä	57	449	550	4	842	63 A, 1500 V	88	K	K	30	K	K	K
Jämsä	194	313	265	2	801	25 A	12	K	K, Y	–	–	K	K
Jämsänkoski				0	638	25 A	–	–	K	–	–	–	K
Järvelä	122	122	550	2	637	–	12	–	K	–	–	K	K
Järvenpää	345	393	550	3	0	–	29	K	–	–	–	K	K
Kaipiainen				0	804	–	–	–	K	–	–	–	K
Kaipola				0	538	–	–	–	K	–	–	–	K
Kairokoski				0	552	–	15	–	K	–	–	–	K
Kaitjärvi				0	756	–	–	–	K	–	–	–	–
Kajaani	350	350	265	2	777	63 A, 1500 V	122	K	K	–	–	K	K
Kaleton				0	374	–	K	–	K	–	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilö-liikennettä	Tavara-liikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kalkku				0	0	–	Y	–	Y	–	–	–	K
Kalliovarasto				0	0	–	–	–	Y	–	–	–	–
Kallislahti		(86)	(265)	(1)	575	–	65	–	K	–	–	–	K
Kalvitsa				0	897	–	–	–	K	–	–	–	K
Kangas		(47)	(265)	(1)	811	25 A	–	–	K	–	–	–	–
Kannelmäki	226	226	550	2	0	–	–	–	–	–	–	K	–
Kannonkoski				0	645	–	13	–	K	–	–	–	K
Kannus	339	420	265	2	849	25 A	19	–	K	–	–	K	–
Karhejärvi				0	810	25 A	4	–	K	–	–	–	–
Karhukangas				0	879	–	–	–	–	–	–	–	–
Karjaa	248	352	550	4	785	63 A	115	K	K	–	K	K	K
Karkku		143	265	1	885	–	–	–	K	–	–	K	–
Karviainen				0	770	–	–	–	–	–	–	–	–
Kaskinen				0	1222	–	70	–	Y	–	–	–	K
Kauhajoki				0	0	–	–	–	–	–	–	–	–
Kauhava				1	871	25 A	–	–	K	–	–	K	K
Kauklahti	270	270	550	3	466	–	–	–	K	–	–	K	–
Kaulinranta				0	0	–	–	–	–	–	–	–	–
Kauniainen	194	204	265	3	299	–	–	–	–	–	–	K	K
Kauppilanmäki				0	666	–	–	–	K	–	–	–	K
Kausala	84	160	265	3	678	–	–	–	K	–	–	K	–
Kauttua		(42)	(265)	(1)	508	–	14	–	K	–	–	–	K
Keitelepohja				0	676	–	8	–	K	–	–	–	K
Kekomäki				0	0	–	–	–	–	–	–	–	–
Keljo				0	0	–	–	–	–	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	**Kortaste perrong-längd**	**Längsta perrong-längd**	**Perrong-höjd**	**Antal spår med perrong**	**Dimensionerande spårlängd (godstrafik)**	**Tillgång till elström**	**Sido-perrong**	**Perrong i ändan av banan**	**Lastning på samma plan**	**Lyftkran**	**Bränsle**	**Person-trafik**	**Godstrafik**
Name	**Min. platform length [m]**	**Max. platform length [m]**	**Platform height [mm]**	**Number of tracks with platforms**	**Design train length (freight traffic) [m]**	**Power supply [400 V, A]**	**Side loading platform [m]**	**End loading platform**	**Loading site**	**Crane [t]**	**Fuel**	**Passenger traffic**	**Freight traffic**
Keljonlahti				0	506	–	–	–	–	–	–	–	–
Kelkkamäki				0	0	–	Y	–	Y	–	–	–	–
Kelloselkä				0	635	–	–	–	Y	–	–	–	K
Kemi	450	450	550/265	3	1018	63 A	147	Y	K	–	K	K	K
Kemijärvi		235	265	1	656	63 A	94	–	K, Y	–	–	K	K
Kemira				0	453	–	–	–	Y	–	–	–	K
Kempele		(119)	(265)	(1)	787	–	9	–	K	–	–	–	–
Kera	216	224	265	2	0	–	–	–	–	–	–	K	–
KERAVA													
Kerava asema	270	350	550	4	537	25 A	–	–	–	–	–	K	–
Kytömaa				0	0	–	–	–	–	–	–	–	–
Kerimäki		108	265	1	455	–	–	–	K	–	–	K	K
Kesälahti	63	322	265	1	695	25 A	–	–	K	–	–	K	K
Keuruu		111	550	1	702	–	–	–	K	–	–	K	K
Kihniö				0	577	–	10	–	K	–	–	–	K
Kiiala		49	265	1	0	–	–	–	–	–	–	K	–
Kilo	270	270	550	2	0	–	–	–	–	–	–	K	–
Kilpua		(70)	(265)	(1)	784	25 A	–	–	–	–	–	–	–
Kinahmi				0	312	–	–	–	–	–	–	–	–
Kinni				0	819	–	–	–	–	–	–	–	–
(Kirjola)				0		–	–	–	Y	–	–	–	–
Kirkkonummi	316	322	660	3	627	–	–	–	K	–	–	K	–
Kirkniemi				0	620	25 A	–	–	K	–	–	–	K
Kitee		355	265	1	686	25 A	17	–	Y	–	–	K	K
Kiukainen				0	798	–	14	–	K	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kiuruvesi		126	265	1	592	25 A	Y	–	K, Y	–	–	K	K
Kivesjärvi		(53)	(265)	(1)	1143	–	–	–	–	–	–	–	–
Kohtavaara		55	265	1	0	–	–	–	–	–	–	K	–
Koivu		(40)	(265)	(1)	637	–	29	–	K	–	–	–	K
Koivuhovi	278	278	550	2	0	–	–	–	–	–	–	K	–
Koivukylä	270	270	550	2	0	–	–	–	–	–	–	K	–
Kokemäki	249	249	550	3	795	–	29	–	K	–	–	K	K
Kokkola	308	482	265	2	871	63 A, 1500 V	8	Y	K	–	K	K	K
Kolari	(370)	675	550/265	1	1204	63 A	21	K	K	–	–	K	K
Kolho		(127)	(265)	(1)	651	–	–	–	K	–	–	–	K
Kolppi				0	801	–	–	–	–	–	–	–	–
Kommila				0	788	25 A	–	–	Y	–	–	–	K
Komu				0	575	–	–	–	Y	–	–	–	–
Kontiolahti		(95)	(265)	(1)	634	–	–	K	K	–	–	K	K
Kontiomäki	226	544	265	5	823	63 A	–	K	K	–	K	K	K
Koppnäs				0	0	–	–	–	–	–	–	–	–
Koria	61	61	265	2	693	–	39	–	K	–	–	K	–
(Korjala)				0	0	–	–	–	Y	–	–	–	–
Korkeakoski		(72)	(265)	(1)	768	–	11	K	K	–	–	–	K
Korso	270	270	550	2	0	–	–	–	–	–	–	K	–
Korvensuo				0	0	–	–	–	–	–	–	–	–
Koskenkorva				0	251	–	–	–	K	–	–	–	K
Kotavaara				0	0	–	–	–	–	–	–	–	–
KOTKA													
Kotka asema		193	265	1	279	63 A	–	–	–	–	–	K	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kotka Hovinsaari				0	896	25 A	–	–	–	–	–	–	K
Kotka Mussalo				0	1055	–	–	–	–	Y	–	–	K
Kotka satama		110	265	1	0	–	–	–	–	Y	–	K	K
Kotka tavara				0	581	–	Y	–	–	–	K	–	K
Paimenportti		53	265	1	0	–	–	–	–	–	–	K	–
KOUVOLA													
Kouvola asema	300	400	265	7	695	63 A	–	–	K	–	K	K	–
Kouvola lajittelu				0	906	–	175	K	–	–	–	–	K
Kouvola Oikoraide				0	0	–	–	–	–	–	–	–	–
Kouvola tavara				0	945	–	–	–	–	–	–	–	K
Kuusankoski				0	860	–	–	–	–	–	–	–	K
Kovjoki		(102)	(265)	(1)	887	–	–	–	–	–	–	–	–
Kruunupyy		(70)	(265)	(1)	806	25 A	43	–	K	–	–	–	K
Kuivasjärvi				0	812	–	–	–	K	–	–	–	–
KUOPIO													
Kuopio asema	180	387	265	3	389	63 A	–	K	–	–	–	K	–
Kuopio tavara				0	797	63 A	Y	–	Y	–	K	–	K
Kurikka				0	0	–	–	–	–	–	–	–	–
Kurkimäki				0	811	–	–	–	K	–	–	–	K
Kursu				0	653	–	–	–	K	–	–	–	–
Kuurila				0	0	–	–	–	–	–	–	–	–
Kuusanlampi				0	0	–	–	–	K	–	–	–	–
Kuusivaara		28	265	1	0	–	–	–	K	–	–	K	–
Kylänlahti		57	265	1	0	–	–	–	–	–	–	K	–
Kymi	32	66	265	2	790	–	–	–	K	–	–	K	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Kyminlinna		55	265	1	0	–	–	–	–	–	–	K	–
Kyrö				0	764	–	–	–	K	–	–	–	K
Kyrölä	270	270	550	2	0	–	–	–	–	–	–	K	–
Kälviä				0	1075	25 A	17	–	K	–	–	–	–
Köykkäri				0	877	–	–	–	–	–	–	–	–
Laaja				0	0	–	–	–	–	–	–	–	–
Lahdenperä				0	819	25 A	–	–	–	–	–	–	–
Lahnaslampi				0	605	–	Y	–	–	–	–	–	K
Lahti	270	450	550	4	742	63 A	Y	Y	K	–	K	K	K
Laihia		201	265	1	508	25 A	–	–	K	–	–	K	K
Lakiala				0	750	–	11	–	K	–	–	–	–
Lamminkoski				0	764	–	–	–	–	–	–	–	–
Lapinjärvi				0	427	–	12	–	K	–	–	–	K
Lapinlahti	301	355	265	2	766	25 A	–	–	Y	–	–	K	K
Lapinneva				0	446	–	–	–	K	–	–	–	–
Lappeenranta	430	450	550	3	773	25 A	14, Y	–	K	–	K	K	K
Lappila	60	60	550	2	0	–	–	–	–	–	–	K	–
Lappohja		70	550	1	773	–	–	–	–	–	–	K	K
Lapua		438	265	1	798	–	–	–	K	–	–	K	K
Larvakytö				0	0	–	–	–	–	–	–	–	–
Laukaa		90	265	1	250	–	–	–	K	–	–	–	–
Laurila				0	641	25 A	–	–	K	–	–	–	–
Lauritsala				0	680	–	–	–	K	–	–	–	K
Lautiosaari				0	0	–	–	–	–	–	–	–	–
Lelkola				0	836	–	–	–	–	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perronglängd	Längsta perronglängd	Perronghöjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sidoperrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Persontrafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Lempäälä	170	170	550	2	811	–	–	–	–	–	–	K	–
Leppäkoski				0	0	–	–	–	–	–	–	–	–
Leppävaara	266	292	550	4	0	–	–	–	–	–	–	K	–
Leteensuo				0	0	–	–	–	–	–	–	–	–
Lieksa		151	265	1	750	–	25	K	K	–	K	K	K
(Lieksan teollisuuskylä)				0	690	–	–	–	–				
Lielahti				0	759	–	8	–	K	–	–	–	K
Lievestuore		259	265	1	909	25 A	23	–	K	–	–	K	K
Liminka		(147)	(265)	(1)	775	25 A	23	–	K	–	–	–	–
Lohiluoma				0	243	–	–	–	K				
Lohja				0	493	25 A	86	–	K	–	–	–	K
Lohjanjärvi				0	422	–	–	–	–	–	–	–	K
(Lohja Oy)				0	0	–	–	–	Y	–	–	–	–
Loimaa	252	450	550	3	817	–	–	–	K	–	–	K	K
Louhela	238	238	550	2	0	–	–	–	–	–	–	K	–
Loukolampi				0	917	–	–	–	–	–	–	–	–
Loviisan satama				0	721	25 A	Y	–	K	Y	–	–	K
Luikonlahti				0	920	25 A	–	–	Y	–	–	–	K
Luoma	216	216	265	2	0	–	–	–	–	–	–	K	–
Lustikulla				0	0	–	–	–	–	–	–	–	–
Lusto		124	265	1	0	–	–	–	–	–	–	K	–
Luumäki				0	780	–	13	–	K	–	–	–	K
Lähdemäki				0	1028	–	–	–	–	–	–	–	–
Länkipohja				0	834	–	–	–	–	–	–	–	–
Maanselkä				0	647	–	–	–	K	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Maaria				0	776	–	–	–	–	–	–	–	–
Madesjärvi				0	809	25 A	7	–	K	–	–	–	K
Majajärvi				0	740	–	–	–	–	–	–	–	–
Malmi	300	348	550	2	0	–	–	–	–	–	–	K	–
Malminkartano	284	284	550	2	0	–	–	–	–	–	–	K	–
Mankki	126	136	265	2	0	–	–	–	–	–	–	K	–
Markkala				0	776	–	–	–	–	–	–	–	–
Martinlaakso	236	236	550	2	0	–	–	–	–	–	–	K	–
Masala	216	235	550	2	0	–	–	–	–	–	–	K	–
Matkaneva				0	878	–	–	–	–	–	–	–	–
Mattila				0	0	–	–	–	–	–	–	–	–
Meltola				0	287	–	–	–	Y	–	–	–	–
(Metro)				0	0	–	–	–	–	–	–	–	–
Metsäkansa				0	300	–	9	–	K	–	–	–	K
Mikkeli	350	452	550	3	709	25 A	44, Y	–	Y	–	–	K	K
Misi		83	265	1	771	63 A	51	K	K	–	–	K	K
Mommila	60	60	550	2	0	–	–	–	–	–	–	K	–
Muhos	151	212	265	2	1051	25 A	25	–	K	–	–	K	–
Mukkula				0	472	–	–	–	K	–	–	–	K
Murtomäki				0	609	–	–	–	K	–	–	–	–
Mustio				0	808	–	–	–	K	–	–	–	K
Mustola				0	0	–	Y	–	Y	–	–	–	–
Mustolan satama				0	500	–	Y	–	Y	–	–	–	K
Muukko				0	817	–	–	–	–	–	–	–	–
Muurame				0	871	–	–	–	K	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Muurola	316	317	265	2	760	–	–	–	K	–	–	K	–
Myllykangas				0	867	–	–	–	–	–	–	–	–
Myllykoski	110	110	265	2	753	–	–	–	–	–	–	K	–
Myllymäki	185	219	265	2	859	–	–	–	K	–	–	K	K
Myllyoja				0	415	–	–	–	Y	–	–	–	K
Mynttilä				0	0	–	–	–	–	–	–	–	–
Mynämäki		(124)	(265)	(1)	568	–	–	–	K	–	–	–	–
Myrskylä				0	625	–	–	–	K	–	–	–	–
Myyrmäki	232	232	550	2	0	–	–	–	–	–	–	K	–
Mäkkylä	270	288	550	2	0	–	–	–	–	–	–	K	–
Mäntsälä	220	220	550	2	1032	–	–	–	–	–	–	–	–
Mänttä				0	680	–	–	–	K	–	–	–	K
Mäntyharju	457	457	550	2	1023	–	159	–	K	–	–	K	K
Mäntyluoto				0	840	–	Y	–	Y	–	–	–	K
Naantali				0	485	–	20	–	Y	Y	–	–	K
Naarajärvi				0	839	–	–	–	K	–	–	–	K
Nakkila				0	766	–	–	–	–	–	–	–	–
Nastola	120	120	550	2	0	–	–	–	–	–	–	–	–
Niemenpää				0	0	–	–	–	–	–	–	–	–
Niinimaa		(85)	(265)	(1)	704	–	–	–	K	–	–	–	–
Niinisalo				0	547	–	21	Y	Y	–	–	–	K
Niirala		(42)	(265)	(1)	991	25 A	Y	–	K	–	–	–	K
Niirala-raja				0	0	–	–	–	–	–	–	–	K
Niittylahti				0	725	–	10	–	K	–	–	–	–
Nikkilä		30	265	1	0	–	–	–	–	–	–	K	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Nivala		97	265	1	725	25 A	–	–	K	–	–	K	K
Nokia		282	265	1	899	–	–	–	–	–	–	K	K
Nummela				0	446	–	–	–	K	–	–	–	K
Nuppulinna	210	240	550	2	0	–	–	–	–	–	–	K	–
Nurmes	73	205	265	2	908	63 A	53	K	K	–	–	K	K
Närpiö				0	122	–	–	–	K	–	–	–	–
Ohenmäki				0	372	–	–	–	–	–	–	–	–
Oitti	102	102	550	2	0	–	–	–	–	–	–	K	–
Olli				0	0	–	–	–	–	–	–	–	–
Onttola				0	645	–	–	–	–	–	–	–	K
Orimattila				0	702	–	12	–	K	–	–	–	–
Orivesi	263	304	265	3	796	25 A	46	–	K	–	K	K	K
Otalampi				0	0	–	–	–	–	–	–	–	–
Otanmäki				0	449	–	–	–	Y	–	–	–	K
Otava		(152)	(265)	(1)	737	–	–	–	K	–	–	–	K
Otavan satama				0	582	–	–	–	–	–	–	–	–
Oulainen	427	428	265	3	969	25 A	78	–	Y	–	–	K	K
OULU													
Oulu asema	344	458	550/265	3	511	63 A, 1500 V	–	–	–	–	–	K	–
Oulu Nokela				0	920	–	–	–	–	–	–	–	K
Oulu Oritkari				0	603	63 A	200	–	–	–	–	–	K
Oulu tavara				0	818	25 A	–	–	–	–	K	–	K
Oulu Tuira				0	761	–	Y	–	–	–	–	–	K
Paimio				0	793	–	–	–	–	–	–	–	–
Palopuro				0	0	–	–	–	–	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Paltamo		230	265	1	686	–	–	–	K	–	–	K	K
(Palta Oy)				0	0	–	–	–	Y	–	–	–	–
Pankakoski				0	535	–	–	–	K	–	–	–	K
Parikkala	210	379	265	3	729	25 A	29	–	K	–	–	K	–
Parkano	600	600	550	3	974	25 A	9, Y	–	K	–	–	K	K
Parola	191	196	550	2	730	–	31	–	K	–	–	K	K
Pello		454	265	1	715	25 A	30	–	Y	–	–	K	K
Peltosalmi				0	504	–	–	–	K	Y	–	–	K
(Perniön viljavarasto)				0	0	–	–	–	Y	–	–	–	–
Peräseinäjoki				0	801	–	Y	–	K	–	–	–	K
Pesiökylä		(80)	(265)	(1)	783	–	–	–	K	–	–	–	–
Petäjävesi		142	265	1	793	–	–	–	K	–	–	K	K
PIEKSÄMÄKI													
Pieksämäki asema	332	611	265	4	529	63 A	Y	–	–	–	–	K	–
Pieksämäki lajittelu				0	994	–	–	–	–	–	–	–	K
Pieksämäki tavara				0	786	–	–	–	–	–	K	–	K
Pieksämäki Temu				0	985	25 A	–	–	K	–	–	–	–
Pietarsaari		(70)	(265)	(1)	759	–	–	–	K	–	–	–	K
Pihlajavesi	99	120	550/265	2	600	–	–	–	K	–	–	K	–
Pihlava				0	435	–	–	–	–	–	–	–	–
Pihtipudas		(125)	(265)	(1)	787	25 A	Y	Y	K	–	–	–	K
Piikkiö		(31)	(265)	(1)	321	–	–	–	K	–	–	–	K
Pikkarala				0	779	–	–	–	–	–	–	–	–
Pitäjänmäki	270	306	550	2	0	–	–	–	–	–	–	K	–
Pohjankuru				0	324	–	–	–	K	Y	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Pohjois-Haaga	240	240	550	2	0	–	–	–	–	–	–	K	–
Pohjois-Louko				0	0	–	–	–	–	–	–	–	–
Poikkeus				0	735	–	–	–	–	–	–	–	–
Poiksilta				0	268	–	–	–	K	–	–	–	K
Pori	251	251	550	2	776	63 A, 1500 V	112	–	Y	30	K	K	K
Porokylä	0	0	0	0	482	–	–	–	K	–	–	–	K
Porvoo		218	265	1	446	–	145	–	K	–	–	K	–
Porvoon keskusta		68	265	1	0	–	–	–	–	–	–	K	–
Puhos				0	670	25 A	13	–	K	–	–	–	K
Puistola	274	274	550	2	0	–	–	–	–	–	–	K	–
Pukinmäki	273	279	550	2	0	–	–	–	–	–	–	K	–
Pulsa		(68)	(265)	(1)	1872	–	–	–	K	–	–	–	–
Punkaharju		201	265	1	506	25A	–	–	K	–	–	K	K
Purola	270	270	550	2	0	–	–	–	–	–	–	K	–
Pyhäkumpu				0	378	–	9	–	K	–	–	–	K
Pyhäkumpu erk.vh.				0	0	–	–	–	–	–	–	–	–
Pyhäsalmi		126	265	1	687	25 A	–	–	K	–	–	K	K
Pännäinen	338	440	265	2	799	25 A	18	–	K	–	–	K	K
Pääskylahti				0	714	–	12	–	K	–	–	–	K
Raahe				0	747	63 A	53	–	K	–	–	–	K
Raippo				0	1890	–	–	–	–	–	–	–	K
Raisio	(120)	(168)	(265)	(3)	563	–	–	–	–	–	–	–	K
Rajamäki				0	290	–	–	–	K	–	–	–	K
Rajaperkiö				0	876	–	–	–	–	–	–	–	–
Rantasalmi		(95)	(265)	(1)	585	25 A	98	–	K	–	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Rasinsuo				0	765	–	–	–	–	–	–	–	–
Ratikylä				0	771	–	–	–	K	–	–	–	K
Rauha				0	823	–	–	–	K	–	–	–	K
Rauhalahti				0	0	–	–	–	–	–	–	–	–
Rauma				0	957	25 A	80	K	Y	Y	K	–	K
Raunio				0	872	–	–	–	–	–	–	–	–
Rautaruukki				0	884	–	–	–	Y	–	–	–	K
Rautjärvi				0	664	–	–	–	–	–	–	–	–
(Rautpohja)				0	0	–	–	–	Y	–	–	–	–
Rekola	270	270	550	2	0	–	–	–	–	–	–	K	–
Retretti		121	265	1	0	–	–	–	–	–	–	K	–
RIIHIMÄKI													
Riihimäki Arolampi				0	0	–	–	–	–	–	–	–	–
Riihimäki asema	425	430	265	5	668	63 A, 1500 V	Y	–	Y	–	K	K	–
Riihimäki lajittelu				0	839	–	–	–	–	–	–	–	K
Riihimäki tavara				0	737	–	Y	Y	K	–	–	–	K
Riippa				0	876	–	–	–	–	–	–	–	–
Ristiina				0	885	–	–	–	K	–	–	–	K
Ristijärvi		(80)	(265)	(1)	0	–	–	–	–	–	–	–	–
Rovaniemi	485	548	550/265	3	802	63 A, 1500 V	33	Y	Y	–	–	K	K
Ruha				0	886	–	–	–	–	–	–	–	–
Runni		36	550	1	0	–	–	–	–	–	–	K	–
Ruosniemi		(100)	(265)	(1)	655	–	–	–	Y	–	–	–	K
Ruukki	430	448	265	2	786	25 A	7, Y	–	K	–	–	K	K
Ruusutorppa				0	0	–	–	–	–	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilöliikennettä	Tavara-liikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ryttylä	171	173	550	2	500	–	7	–	K	–	–	K	K
Röykkä				0	181	–	–	–	–				
Röyttä				0	733	25 A	–	–	K	–	–	–	K
Saakoski				0	852	–	–	–	K	–	–	–	–
Saari		201	265	1	694	–	–	–	K	–	–	K	K
Saarijärvi		(75)	(265)	(1)	594	25 A	40	K	K	–	–	–	K
Salla				0	531	–	12	–	K	–	–	–	K
Salminen				0	788	–	–	–	K	–	–	–	–
Salmivaara				0	630	–	–	–	K	–	–	–	–
Salo	306	310	550	3	426	–	–	K	K	–	–	K	K
Salpausselkä		194	265	1	0	–	–	–	–	–	–	K	–
Sammalisto				0	0	–	–	–	–	–	–	–	–
Santala		70	550	1	0	–	–	–	–	–	–	K	–
Santamäki				0	0	–	–	–	K				
Saunakallio	180	275	550	4	650	–	–	–	Y	–	–	K	K
Savio	270	270	550	2	0	–	–	–	–	–	–	K	–
Savonlinna	165	165	265	2	618	63 A	Y	–	K	–	K	K	–
Savonlinna-Kauppatori		149	265	1	0	–	–	–	–	–	–	K	–
(Savontalo)				0	0	–	–	–	Y	–	–	–	–
SEINÄJOKI													
Seinäjoki asema	335	514	265	4	491	63 A, 1500 V	–	–	–	–	–	K	–
Seinäjoki tavara				0	914	–	Y	–	K	30	K	–	K
Selänpää				0	802	–	–	–	–	–	–	–	–
Sieppijärvi				0	756	–	Y	–	Y	–	–	–	K
Sievi		(77)	(265)	(1)	780	–	–	–	K	–	–	–	–

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Siikamäki				0	0	–	–	–	–	–	–	–	–
Siilinjärvi	156	360	265	2	728	25 A	–	–	K	–	–	K	K
Simo		88	265	1	1021	–	46	–	K	–	–	–	–
Simpele	271	301	265	3	844	25 A	17	K	K	–	–	K	K
Sipilä				0	0	–	–	–	–	–	–	–	–
Sisättö				0	779	–	–	–	–	–	–	–	–
Siuntio	112	178	550	2	507	–	–	–	–	–	–	K	–
Siuro		(113)	(265)	(1)	746	–	–	–	–	–	–	–	–
Skogby		68	550	1	0	–	–	–	–	–	–	K	–
Sköldvik				0	971	25 A	–	–	–	–	–	–	K
Soinlahti				0	888	25 A	–	–	Y	–	–	–	K
Sorsasalo				0	0	–	–	–	–	–	–	–	–
Sukeva	100	239	265	2	663	–	–	–	K	–	–	K	K
Suolahti		(150)	(265)	(1)	723	25 A	–	–	K	–	–	–	K
Suonenjoki	250	341	265	3	857	16 A	Y	K	K	–	–	K	K
Suoniemi				0	767	–	–	–	–	–	–	–	–
Syrjä				0	245	–	6	–	K	–	–	–	–
Syrjämäki				0	0	–	–	–	–	–	–	–	–
Sysmäjärvi				0	636	–	–	–	K, Y	–	–	–	K
Säkylä				0	587	–	–	–	–	–	–	–	–
Säkäniemi				0	0	–	–	–	–	–	–	–	–
Sänkimäki				0	700	–	–	–	K	–	–	–	K
Särkisalmi		(60)	(265)	(1)	555	–	–	–	K	–	–	–	K
Sääksjärvi				0	0	–	–	–	–	–	–	–	–
Taavetti	188	196	265	2	812	–	Y	–	K	–	–	K	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Tahkoluoto				0	500	–	–	–	Y	–	–	–	K
Taipale				0	847	–	–	–	–	–	–	–	–
Talviainen				0	765	25 A	–	–	K	–	–	–	–
Tammisaari		80	550	1	0	–	–	–	–	–	–	K	–
TAMPERE													
Tampere asema	500	500	550	5	536	63 A, 1500 V	–	–	–	–	–	K	–
Tampere Järvensivu				0	0	–	–	–	–	–	–	–	K
Tampere tavara				0	808	63 A	15	–	–	12,5	K	–	K
Tampere Viinikka				0	859	–	179	–	–	50	–	–	K
Tapanila	272	272	550	2	0	–	–	–	–	–	–	K	–
Tapavainola				0	774	–	–	–	–	–	–	–	–
Tavastila		47	265	1	0	–	–	–	–	–	–	K	–
Tervajoki		171	265	1	0	–	–	–	–	–	–	K	–
Tervasuo				0	722	–	–	–	K				
Tervola	231	301	265	2	821	–	11	–	K	–	–	K	–
Teuva				0	477	25 A	–	–	K	–	–	–	K
Tikkala				0	775	–	–	–	K	–	–	–	–
Tikkurila	320	444	550	6	450	–	Y	–	K	–	–	K	K
Tohmajärvi				0	745	–	–	–	K	–	–	–	K
Toijala	450	450	550	4	770	25 A	–	–	K	Y	–	K	K
Toivala				0	786	–	–	–	K	–	–	–	K
Tolsa	109	109	265	2	0	–	–	–	–	–	–	K	–
Tommola				0	0	–	–	–	–	–	–	–	–
Torkkeli				0	831	–	–	–	–	–	–	–	–
Tornio	(86)	101	265	1	718	63 A	215, Y	K, Y	K	70	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lästning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform lenght [m]	Max. platform lenght [m]	Platform height [mm]	Number of tracks with platform	Design train lenght (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site Crane	Crane [t]	Fuel	Passenger traffic	Freight traffic
Tornio-raja				0	0	–	–	–	–	–	–	–	K
Tuomarila	220	222	550	2	0	–	–	–	–	–	–	K	–
Tuomioja		(198)	(265)	(1)	829	25 A	11	–	K	–	–	–	–
Turenki	170	170	550	2	1287	–	–	–	K	–	–	K	K
TURKU													
Kupittaa	420	420	550	2	657	–	–	–	–	–	–	K	–
Turku asema	315	466	550	6	788	63 A, 1500 V	Y	Y	–	–	K	K	K
Turku satama	300	304	550/265	2	431	63 A	–	–	–	–	–	K	–
Turku tavara				0	416	25 A	8	–	–	–	–	–	K
Turku Viheriäinen				0	469	–	–	–	–	–	–	–	K
Tuupovaara				0	599	–	13	–	K	–	–	–	K
Tuuri		66	550	1	335	–	–	–	K	–	–	K	–
Törmä				0	887	–	–	–	–	–	–	–	–
Törölä				0	782	–	–	–	–	–	–	–	–
Töysä		(91)	(265)	(1)	364	–	–	–	K	–	–	–	–
Uimaharju		174	265	1	897	25 A	–	–	K	–	–	K	K
Ulasoori				0	0	–	Y	–	–	–	–	–	–
Urjala				0	755	–	–	–	K	–	–	K	–
Utajärvi	163	174	265	2	736	–	25	–	K	–	–	K	K
Utti				0	1025	–	100	–	K	–	–	–	K
Uusikaupunki		(66)	(265)	(1)	545	–	24	–	–	–	–	–	K
Uusikylä	(114)	(116)	(550)	(3)	527	–	57	–	K	–	–	–	K
Vaajakoski		(127)	(265)	(1)	626	25 A	13	–	K	–	–	–	K
Vaala	183	236	265	2	1050	25 A	25	–	K	–	–	K	–
Vaarala				0	327	–	–	–	K	–	–	–	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	**Kortaste perrong-längd**	**Längsta perrong-längd**	**Perrong-höjd**	**Antal spår med perrong**	**Dimensionerande spårlängd (godstrafik)**	**Tillgång till elström**	**Sido-perrong**	**Perrong i ändan av banan**	**Lastning på samma plan**	**Lyftkran**	**Bränsle**	**Person-trafik**	**Godstrafik**
Name	**Min. platform length [m]**	**Max. platform length [m]**	**Platform height [mm]**	**Number of tracks with platforms**	**Design train length (freight traffic) [m]**	**Power supply [400 V, A]**	**Side loading platform [m]**	**End loading platform**	**Loading site**	**Crane [t]**	**Fuel**	**Passenger traffic**	**Freight traffic**
Vaasa	287	287	550	2	695	63 A, 1500 V	192, Y	Y	Y	–	–	K	K
Vahojärvi				0	740	–	–	–	–	–	–	–	–
VAINIKKALA													
Vainikkala asema	482	484	550	3	997	–	–	–	–	–	–	K	–
Vainikkala tavara				0	1138	25 A	Y	K	K	30,5	–	–	K
Vainikkala-raja				0	0	–	–	–	–	–	–	K	K
Valimo	270	270	550	2	0	–	–	–	–	–	–	K	–
Valkeakoski		(42)	(265)	(1)	903	–	54	–	K	–	–	–	K
Valkeasuo				0	628	–	–	–	–	–	–	–	–
Valtimo				0	819	–	–	–	K	–	–	–	K
Vammala	251	251	550		875	–	128	–	Y	–	–	K	K
Vanattara				0	0	–	–	–	–	–	–	–	–
Vantaankoski	276	276	550	2	0	–	–	–	–	–	–	K	–
Varkaus	180	213	265	2	763	25 A	20, Y	Y	K	–	–	K	K
Vartius				0	1127	–	–	–	Y	–	–	–	K
Vartius-raja				0	0	–	–	–	–	–	–	–	K
Vasikkahaka				0	0	–	–	–	–	–	–	–	–
Vaskiluoto				0	497	–	Y	–	K	–	–	–	K
Venetmäki				0	919	–	–	–	K	–	–	–	–
Vesanka				0	394	–	10	–	K	–	–	–	–
Viekki				0	750	–	–	–	K	–	–	–	–
Vierumäki				0	620	–	92	–	K	–	–	–	K
Vihanti	395	455	265	2	722	25 A	–	–	Y	–	–	K	K
Vihtari	58	103	265	2	603	25 A	29	–	K	–	–	K	K
Viiala	170	170	550	2	305	–	–	–	K	–	–	K	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Viinijärvi	136	211	265	2	663	25A	–	–	K	–	–	K	–
Vika				0	0	–	–	–	–	–	–	K	–
Vilppula		110	550	1	732	25 A	–	–	K	–	–	K	K
Vinnilä				0	0	–	–	–	–	–	–	–	–
Virtakallio				0	0	–	–	–	–	–	–	–	–
Voltti		(149)	(265)	(1)	884	–	–	–	K	–	–	–	–
Vuohijärvi				0	733	–	15	K	–	–	–	–	K
Vuojoki				0	782	–	–	–	–	–	–	–	–
Vuokatti	(111)	(116)	(265)	(2)	674	25 A	–	–	Y	–	–	–	K
Vuonislahti		94	265	1	701	–	–	–	–	–	–	K	–
Vuonos				0	501	–	–	–	Y	–	–	–	K
(Vuorten-Vuori)				0		–	Y	–	Y	–	–	–	–
Ykspihlaja				0	859	–	57	–	K	–	–	–	K
Ylistaro		176	265	1	0	–	–	–	–	–	–	K	–
Ylitornio		167	265	1	138	25 A	–	–	–	–	–	K	–
Ylivalli				0	1048	–	–	–	K	–	–	–	–
Ylivieska	315	482	265	3	812	63 A	Y	–	Y	Y	K	K	K
Yläkoski				0	472	–	–	–	K	–	–	–	K
Ylämylly				0	674	–	77	–	K	–	–	–	K
Ylöjärvi				0	735	–	60	–	K	–	–	–	K
Ypykkävaara				0	786	–	–	–	K	–	–	–	K
Äetsä		(157)	(265)	(1)	951	–	–	–	K	–	–	–	K
Ähtäri	85	225	265	2	667	–	–	–	–	–	–	K	–
Ämmänsaari	0	0	0		721	25 A	–	–	K, Y	–	–	–	K
Äänekoski		(73)	(265)	(1)	683	25 A	19	K	K, Y	–	–	–	K

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Kaukoohjaus manuaalinen	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Ahonpää		Aho		Seinäjoki – Oulu				
Aviapolis		Avp		Tikkurila – Vantaankoski	Vantaa	K		
Jäniskorpi		Jnk		Seinäjoki – Oulu				
Kivistö		Ktö		Tikkurila – Vantaankoski	Vantaa	K		
Kullasvaara		Kuv		Kouvola – Luumäki				
Kuninkaanmäki		Knm	38+500	Kerava – Vuosaari	Vantaa	K		
Leinelä		Lnä		Tikkurila – Vantaankoski	Vantaa	K		
Lentoasema	Flygplatsen	Len		Tikkurila – Vantaankoski	Vantaa	K		
Liminpuro		Lmp	864+750	Oulu – Kontiomäki	Vaala	K		
Niinimäki		Nmä		Lahti – Kouvola				
Niska		Nsk	826+880	Oulu – Kontiomäki	Utajärvi	K		
Petas		Pet		Tikkurila – Vantaankoski	Vantaa	K		
Puikkokoski		Pui	665+680	Kontiomäki – Vartius	Paltamo	K		
Riijärvi		Rjr		Seinäjoki – Oulu				
Ruonneva		Rnv		Seinäjoki – Oulu				
Ruskeasanta	Rödsand	Rs		Tikkurila – Vantaankoski	Vantaa	K		
Saarela		Srl		Seinäjoki – Oulu				
Salmenmäki		Sal		Seinäjoki – Oulu				
Saunamäki		Smä		Lahti – Kouvola				
Tikkaperä		Tkp		Seinäjoki – Oulu				
Temmesjoki		Tmj		Seinäjoki – Oulu				
Tuomaanvaara		Tva	682+300	Kontiomäki – Vartius	Ristijärvi	K		
Vehkala	Veckal	Veh		Tikkurila – Vantaankoski	Vantaa	K		
Viinikkala	Vinikby	Vkl		Tikkurila – Vantaankoski	Vantaa	K		
Villähde		Vlh		Lahti – Kouvola				
Vuosaari	Nordsjö	Vsa	48+750	Kerava – Vuosaari	Helsinki	K	K	K

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilö-liikennettä	Tavara-liikennettä
Namn	Kortaste perrong-längd	Längsta perrong-längd	Perrong-höjd	Antal spår med perrong	Dimensionerande spårlängd (godstrafik)	Tillgång till elström	Sido-perrong	Perrong i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic
Ahonpää													
Aviapolis													
Jäniskorpi													
Kivistö													
Kullasvaara													
Kuninkaanmäki													
Leinelä													
Lentoasema													
Liminpuro													
Niinimäki													
Niska													
Petas													
Puikkokoski													
Riijärvi													
Ruonneva													
Ruskeasanta													
Saarela													
Salmenmäki													
Tikkaperä													
Temmesjoki													
Tuomaanvaara													
Vehkala													
Viinikkala													
Villähde													
Vuosaari													

Nimi	Toinen nimi	Lyhenne	Km Hki	Rataosuus	Kunta	Kauko-ohjaus manuaalinen	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	**Namn på svenska**	**Förkortning**		**Banavsnitt**	**Kommun**	**Trafikledning**	**Privata spåranläggningar**	**Möjlighet till växelarbete**
Name	**Another name**	**Abbr.**		**Section**	**Municipality**	**Traffic control**	**Private sidings**	**Shunting**
Buslovskaja			288+000	Vainikkala raja – Viipuri		K		
Haaparanta	Haparanda	Hpa	888+130	Tornio–raja – Boden	Haparanda	K		
Kivijärvi		Kiv	759+800	Vartius–raja – Kostamus		K		
Svetogorsk			338+200	Imatrankoski–raja – Kamennogorsk (Antrea)		K		
Värtsilä		Vär	553+300	Niirala–raja – Matkaselkä		K		

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laitureiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Poltto-aine	Henkilö-liikennettä	Tavara-liikennettä
Namn	**Kortaste perrong-längd**	**Längsta perrong-längd**	**Perrong-höjd**	**Antal spår med perrong**	**Dimensionerande spårlängd (godstrafik)**	**Tillgång till elström**	**Sido-perrong**	**Perrong i ändan av banan**	**Lastning på samma plan**	**Lyftkran**	**Bränsle**	**Person-trafik**	**Godstrafik**
Name	**Min. platform length [m]**	**Max. platform length [m]**	**Platform height [mm]**	**Number of tracks with platforms**	**Design train length (freight traffic) [m]**	**Power supply [400 V, A]**	**Side loading platform [m]**	**End loading platform**	**Loading site**	**Crane [t]**	**Fuel**	**Passenger traffic**	**Freight traffic**
Buslovskaja													
Haaparanta													
Kivijärvi													
Svetogorsk													
Värtsilä													

Appendix 3

Transport Operation Regulations for Cross-border Movements in Tornio–Haaparanta Area

Introduction

The previous regulations have been redefined, because the signals have been changed in this area and the new Train Safety Regulation was introduced in Finland on 5 June 2005.

At the national border the area between signals HP 6/3 and T 832 is called "Common zone", which is jointly reserved by the Swedish and Finnish traffic control operators.

In principle, only one train movement is allowed at a time within the common zone, with the exception of irregular situations, such as engine failure or accident.

These regulations have been made in co-operation between Banverket's North Swedish area and the Finnish Rail Administration.

Scope

The Regulations are applicable to cross-border movements between Tornio and Haaparanta, and within the common zone.

Reference Documents

- **TRI (BVF 900.3)** (Safety Regulation / Traffic Safety Instructions)
- **Jt** (Train Safety Regulation)

Definitions

- **Common zone**
  The area to be jointly reserved by the Swedish and Finnish traffic control operators and limited on the Swedish side by the 6/3 intermediate signal and on the Finnish side by the T 832 ground signal.
- **Cross-border movement**
  Movements entirely or partly operated within the common zone.
- **Movement**
  Refers to railway work and shunting.
- **Permission**
  Refers to permission to allow movement to begin.
- **Swedish movement**
  Shunting or railway work started in Sweden.
- **Finnish movement**
  Shunting or railway work started in Finland.

General

The regulations are drafted in Swedish and Finnish with an identical content.

No movement is allowed within the common zone without the Swedish and Finnish traffic control operators having reserved the relevant section of line.

More than one movement is allowed in the common zones only in irregular situations, such as engine failure or accident. In such cases, the work of several movements shall be agreed at the time.

Tornio–Haaparanta Cross-border Movements

General

Movements are operated as specified in the Finnish Jt, as "shunting" operations, and as specified in the Swedish TRI (BVF 900.3), as "shunting" or "small-wagon shunting" operations.

Messages and Message Transmission

The Finnish staff shall be in contact with the Finnish traffic control operators, who will deliver the message to the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators, who will deliver the message to the Finnish traffic control operators.

Haaparanta–Tornio

Prior to the commencement of a Swedish cross-border shunting operation in the Haaparanta–Tornio direction, permission by the traffic control operators in Haaparanta is required.

Prior to the commencement of a Finnish cross-border shunting operation in the Haaparanta–Tornio direction, permission by the traffic control operators in Tornio is required.

The traffic control unit that granted permission shall be notified of the completion of the movement.

Tornio–Haaparanta

Prior to the commencement of a Finnish cross-border shunting operation in the Tornio–Haaparanta direction, permission by the traffic control operators in Tornio is required.

Prior to the commencement of a Swedish cross-border shunting operation in the Tornio–Haaparanta direction, permission by the traffic control operators in Haaparanta is required.

The traffic control unit that granted permission shall be notified of the completion of the movement.

Railway Work within the Common Zone

General

The Finnish staff shall be in contact with the Finnish traffic control operators transmitting possible messages to and from the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators transmitting possible messages to and from the Finnish traffic control operators.

Swedish Staff

The permission of the Haaparanta traffic control operators is required for work carried out by the Swedish staff within the common zone.

Prior to granting permission, the Haaparanta and Tornio traffic control operators shall reserve the common zone.

The Haaparanta traffic control operators shall be notified of the completion of the work.

Finnish Staff

The permission of the Tornio traffic control operators is required for work carried out by the Finnish staff within the common zone.

Prior to granting permission, the Tornio and Haaparanta traffic control operators shall reserve the common zone.

The Tornio traffic control operators shall be notified of the completion of the work.

Safety Calls and Documentation

Safety Calls

The safety calls between the Swedish and Finnish traffic control operators shall be conducted either in Swedish or Finnish.

There is a word list with translations in Appendix 5, while Appendix 6 includes examples of phrases to be used.

The safety calls shall be repeated.

Train Log

A train log shall be used according to the instructions and regulations of the traffic control.

Reservation of Common Zone

The reservation of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

The clearance of the occupancy of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

Maximum Permitted Speed

The maximum permitted speeds are specified in the speed signs, which are described in Appendix 2.

Accidents

Any accident or risk of an accident shall be reported to the traffic control operators.

Manual Signalling

The Swedish shunting staff shall implement manual signalling as specified in BVF 900.3, irrespective of whether the activity takes place on the Swedish or Finnish side of the border.

The Finnish shunting staff shall implement signalling as specified in Jt, irrespective of whether the activity takes place on the Finnish or Swedish side or the border.

A "stop" signal shall always be followed, irrespective of whether it is operated in conformity with the Swedish or Finnish regulations.

Appendix 1

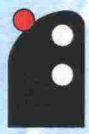
Signals and Signal Aspects

The signals are applicable in conformity with the regulations of the country concerned.

Haaparanta–Tornio Direction

From Finnish tracks, intermediate signal (main ground signal) 1/6 km 1310.845.

"Stop"



"Proceed"

"Proceed – check clearance"

"Proceed – check turnouts and clearance"

From Swedish tracks, intermediate signal 5/6 km 1310.697

"Stop"

"Proceed – check turnouts and clearance"

Swedish and Finnish tracks, intermediate signal 6/8 km 1311.006

"Stop"

"Proceed"

Common track, Tornio T 832, km 886.8

"Stop"

"Proceed with caution"

Tornio–Haaparanta Direction

No optical signals are used in Tornio for movements towards Sweden.
Intermediate signal 6/3, km 1311.012

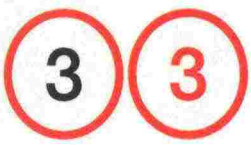
"Stop"

"Proceed – check turnouts and clearance"

Appendix 2

Speed Signs

In conformity with Jt



Maximum permitted speed
(the example displaying max. 30 km/h)

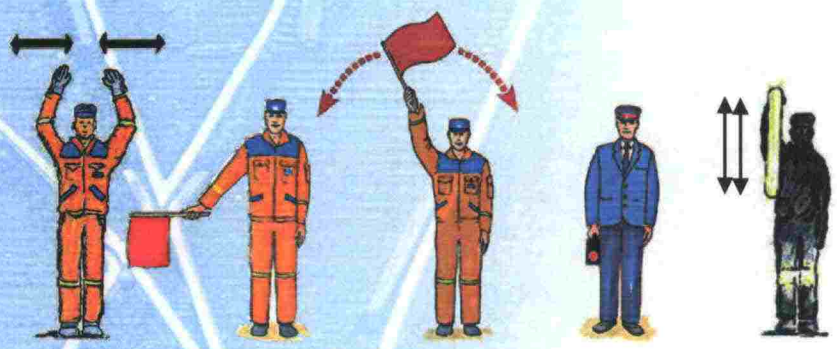
In conformity with BVF 900.3

Maximum permitted speed
(the example displaying max. 30 km/h)

Appendix 3

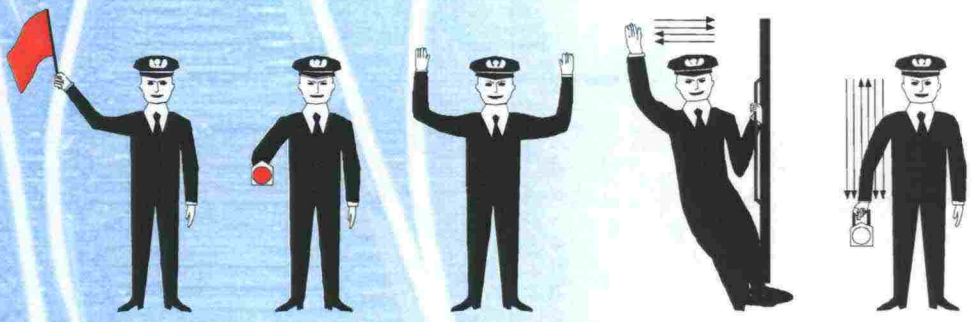
"Stop" Signalling

In conformity with BVF 900.3

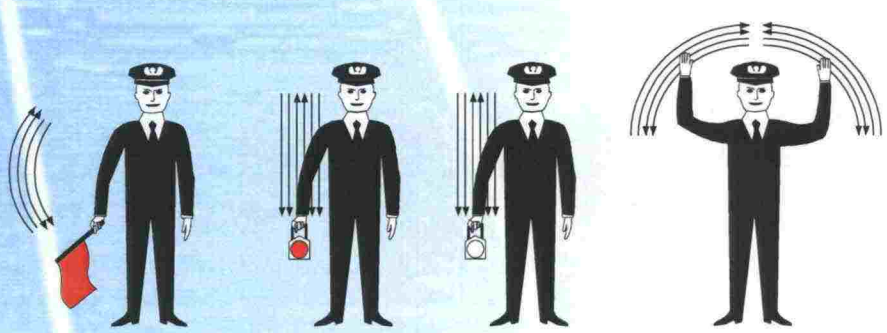


Read: Stop

In conformity with Jt



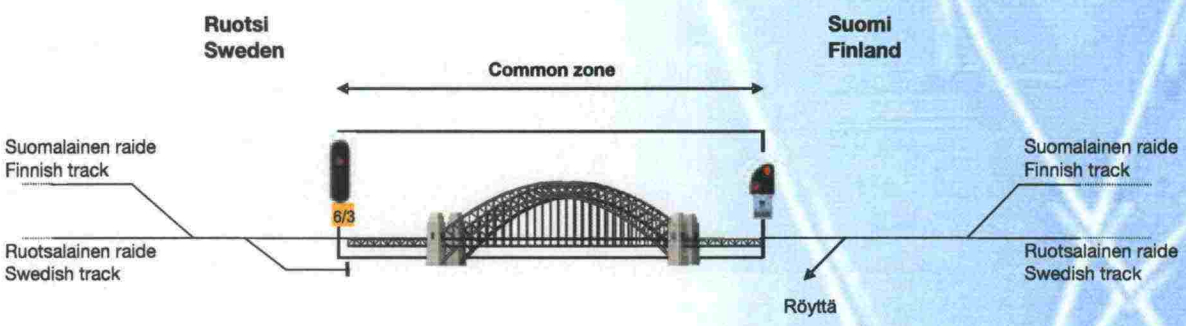
Read: Stop



Read: Danger (emergency stop)

Appendix 4

Drawing of Haaparanta–Tornio Area



Appendix 5

Translation Table

Svenska	Suomi	English
Växling	Vaihtotyö	Shunting work
Arbete	Ratatyö	Work
Reserverad zon	Varaus	Reserved/Occupied
Upphävande	Peruuttaminen	Clearance of occupancy
Tågklarerare	Junasuorittaja	Dispatcher
Trafikledning	Liikenteenohjaus	Traffic control
Station	Asema	Station
Fara	Vaara	Danger
Stoppsignal	Seis-opaste	Stop aspect
Passage av en signal	Opastimen ohittaminen	Passing of signal
Signal	Opastin/Opaste	Signal/Signal aspect
Repetera	Toistaa	Repeat
Rätt uppfattat	Oikein ymmärretty	Correctly read

Appendix 6

Example Phrases

Zone reservation request for shunting work

Swe: Tågklareraren _____, reserverad zon Haparanda–Torneå, växling.
Fin: Liikenteenohjaus _____, varaus Haaparanta–Tornio välille, vaihtotyö.
Eng: Traffic control _____, reservation Haaparanta–Tornio, shunting.

Zone reservation request for railway work

Swe: Tågklareraren _____, reserverad zon Haparanda–Torneå, arbete.
Fin: Liikenteenohjaus _____, varaus välille Haaparanta–Tornio, työ.
Eng: Traffic control _____, reservation Haaparanta–Tornio, work.

Clearance of occupied zone

Swe: Tågklareraren _____, upphävande reserverad zon _____ - _____
Fin: Liikenteenohjaus _____, varauksen peruuttaminen välille_____ - _____
Eng: Traffic control _____, clearance of occupied zone_____ - _____

Request for reservation in dangerous situation

Swe: Tågklareraren _____, Fara Haparanda–Torneå.
Fin: Liikenteenohjaus _____, vaara Haaparanta–Tornio,
Eng: Traffic control _____, danger Haaparanta–Tornio.

Permission to pass stop signal aspect, Haaparanta

Swe: Tågklareraren Haparanda, medgivande att passera signal (ett-sex) och/eller (åtta-tre) och/eller (sex-åtta)
Fin: Liikenteenohjaus Haaparanta, lupa ohittaa opastin (yksi-kuusi) ja/tai (kahdeksan-kolme) ja/tai (kuusi-kahdeksan)
Eng: Traffic control Haaparanta, permission to pass signal (one-six) and/or (eight-three) and/or (six-eight)

Permission to pass stop signal aspect, Tornio

Swe: Tågklareraren Torneå, växling, medgivande att passera signal (T åtta-tre-två)
Fin: Liikenteenohjaus Tornio, vaihtotyö, lupa ohittaa opastin (T kahdeksan-kolme-kaksi)
Eng: Traffic control Tornio, shunting, permission to pass signal (T eight-three-two)

Correctly read

Swe: Rätt uppfattat
Fin: Oikein ymmärretty
Eng: Correctly read

Repeat

Swe: Repetera
Fin: Toista
Eng: Repeat

Appendix 4

Loading Gauge

The loading gauge (KU) refers to the space inside which the load on an open wagon shall remain, when the wagon is in the centre position on a straight, even track.

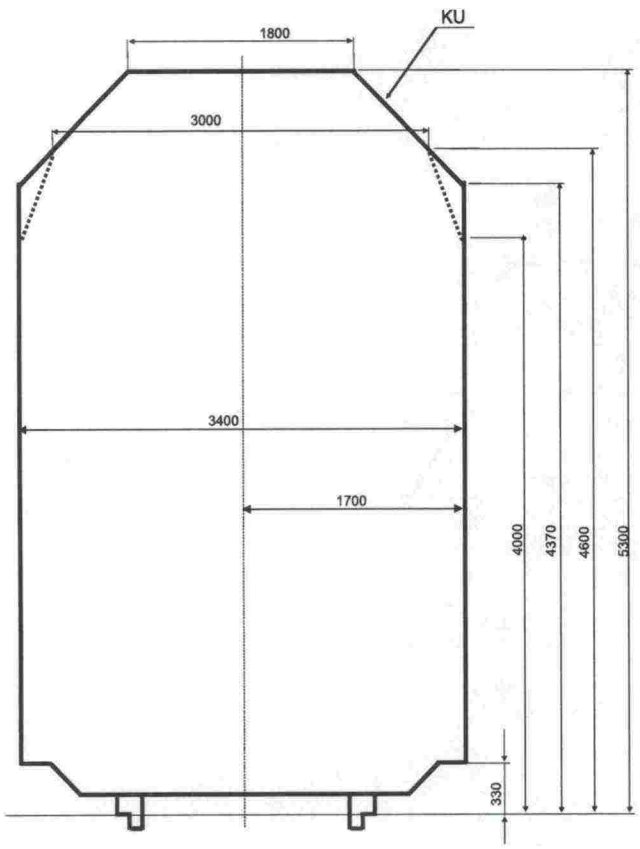


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

The loading gauge is valid on the whole rail network with the exceptions mentioned below.

The loading gauge may be used for wagons in which the wheelbase or the distance between bogie centres is max. 17.5m, and the length of the loading area of the wagon outside the wheelbase or the distance between bogie centres is max. 0.2 times the length of the wheelbase or the distance between bogie centres. In other cases, loading shall be examined separately.

If there is a risk that the load may be displaced laterally outside the loading gauge during transportation, the width of the load shall be reduced correspondingly. If the displacement of the load may increase the height of some parts of the load so that they extend outside the loading gauge, the height of the load shall be reduced correspondingly.

If the load extends below the floor level of the wagon, the regulations concerning the vehicle gauge (LKU) are applied or the load is carried as special transport.

Loading Gauge Restrictions

The bridges on the line section Helsinki (passenger railway yard) – Pasila (passenger railway yard) - Ilmala (depot) restrict the loading gauge. The loading gauge valid on these bridges is marked with a dashed line (------) on the loading gauge drawing (Figure 1).

On several industrial and other sidings, there are loading gauge restrictions, which shall be taken into account in local traffic operating.

Transports Exceeding the Loading Gauge

Lorries, lorry trailers and containers exceeding the loading gauge may be transported on separately specified line sections on the conditions laid down in the transport permit.

Other transports exceeding the loading gauge are transported as special transports.

Appendix 5

Structure Gauge

The form and dimensions of the structure gauge (ATU) on a straight track, on an open line and in the railway yard are shown in Figure 1. The space required for the mounting of the catenary structure and for the passage of the pantograph on electrified lines is marked by the broken line D-E-F-G-H-L. The widths of the structure gauge in curves, restrictions and more detailed instructions are presented in the RAMO publication, part 2 "Radan geometria" (Track geometry).

Effective Passing Clearance

The structure gauge described on the previous page shall be followed when building and mounting new structures and equipment in the vicinity of the track. The structure gauge or the deviations from it constitute the effective available structure gauge, that is the passing clearance, for special transports. Information about the passing clearance are collected for each line section and continuously updated by the maintainers.

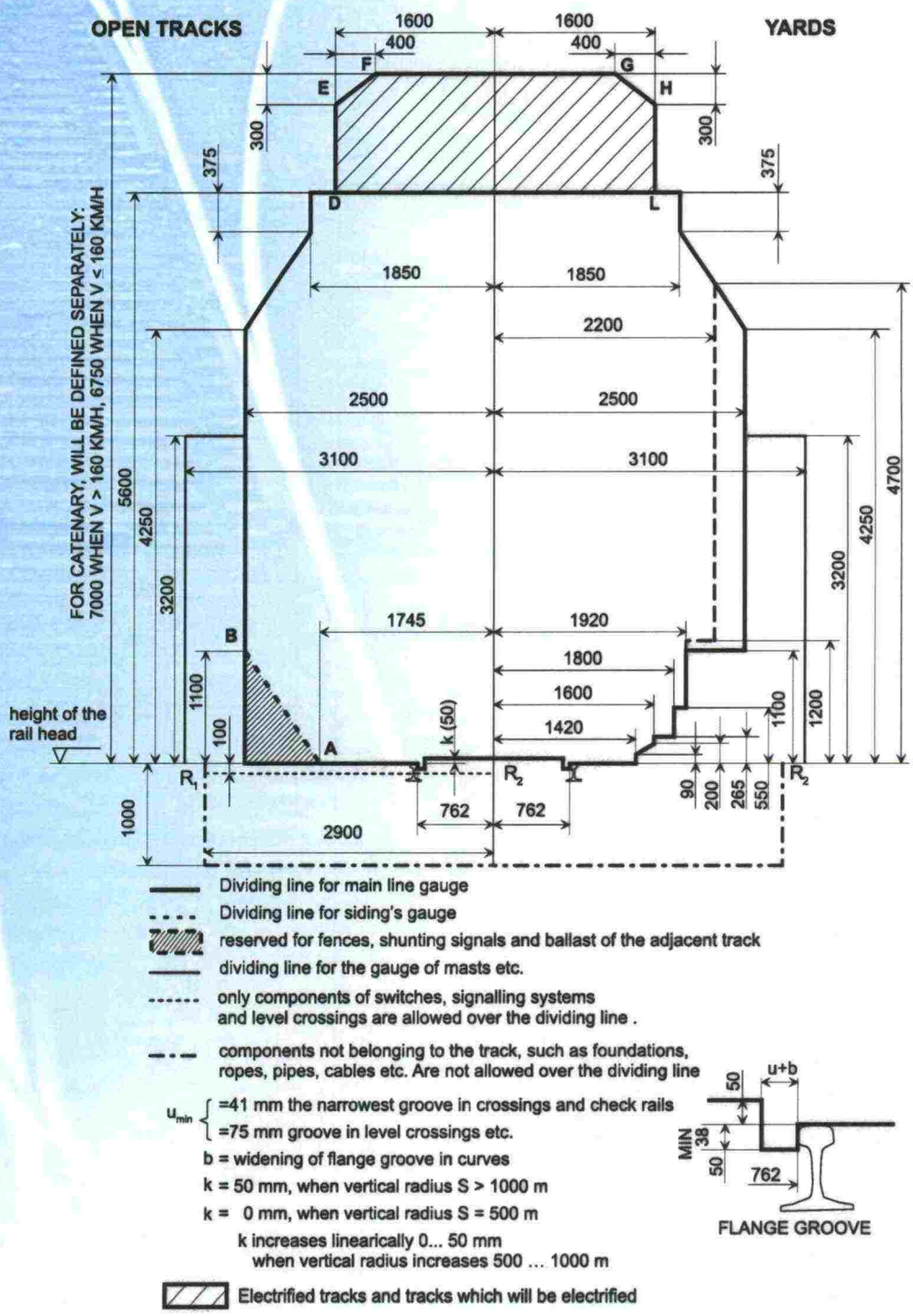


Figure 1. Principal dimensions of the structure gauge.

Appendix 6

Line Categories and Permitted Speeds for Different Axle Loads

Lines other than those listed in Table 2 are secondary lines. The secondary lines belong to different line categories as indicated in Table 3.

Division of Lines into Line Categories

The lines are divided into line categories according to the superstructure as follows:

Table 1. Division of lines into line categories.

Line category		Superstructure		
RHK	**UIC**	**Rails**	**Sleepers**	**Ballast**
A	C4	K30, K33	wooden	gravel or equivalent
B_1	D4	K43, 54 E1, K60, 60 E1	wooden	gravel or equivalent
B_2	D4	K43, K60	wooden, concrete	railway ballast
C_1	D4 /E4	54 E1	wooden, concrete before 1987	railway ballast
C_2	D4/E4	54 E1	concrete 1987 and after	railway ballast
D	D4/E4	60 E1	concrete	railway ballast

The border of the line category is marked in the middle of the station building in the traffic operating point, unless another point is indicated by the kilometre marking.

The line categories for sections of lines are also presented in Figure 1.

Responsibility of the Track Maintainer

The track maintainer has the right to issue, at his discretion, regulations restricting the permitted axle load and speed depending on the condition of the track superstructure.

Table 2. Categories of the main lines and permitted speeds for different axle loads.

Section of line	Line category		Passenger trains		Freight trains			
	RHK	UIC	locomotive hauled	motor cars	16t	20t	22.5t	25t
Helsinki – Tampere								
Helsinki – Pasila	C_1	D4	80	80	80	80	80	–
Pasila – Tikkurila westernmost track	D	E4	160	160	120	120	100	100
Pasila – Tikkurila western middle track	D	E4	160	160	120	120	100	100
Tikkurila – Kerava westernmost track	D	E4	160	200	120	120	100	100
Tikkurila – Kerava western middle track	D	E4	160	200	120	120	100	100
Pasila – Kerava easternmost middle track	D	E4	120	120	120	120	100	100
Pasila – Kerava easternmost track	D	E4	120	120	120	120	100	100
Kerava – Tampere	D	E4	200	200	120	120	100	100
Toijala – Valkeakoski	C_1	D4	50	50	50	50	50	–
Kerava – Sköldvik								
Kerava – shunting track switch	C_2	D4	30	30	30	30	30	–
Kytömaa switch – Sköldvik	D	D4	80	80	80	80	80	–
Kerava – Lahti								
Kerava – Hakosilta	D	E4	200	220	120	120	100	100
Hakosilta – Lahti	D	E4	160	160	120	120	100	80
Helsinki – Port of Turku								
Helsinki – Leppävaara	D	D4	120	120	120	120	100	–
Leppävaara – Kirkkonummi	C_2	D4	120	120	120	120	100	–
Kirkkonummi – Karjaa	C_1	D4	160	180	120	120	100	–
Karjaa – Pohjankuru	D	D4	160	200	120	120	100	–
Pohjankuru – km 103,6	C_1	D4	160	180	120	120	100	–
km 103,6 – km 158,0	C_2	D4	160	200	120	120	100	–
km 158,0 – Turku	C_1	D4	160	180	120	120	100	–
Turku – Port of Turku	C_1	D4	40	40	40	40	40	–
Huopalahti – Vantaankoski	C_1	D4	120	120	120	120	100	–
Turku – Uusikaupunki/Naantali								
Turku – Raisio (km 207,4)	C_1	D4	60	60	60	60	60	–
Raisio (km 207,4) – Uusikaupunki (km 265,1)	B_1	D4	60	60	60	60	50	–
Uusikaupunki (km 265,1) – km 266,4	C_1	D4	30	30	30	30	30	–
Raisio – Naantali	B_1	D4	60	60	60	60	50	–
Hyvinkää – Hanko								
Hyvinkää – km 133,1	C_1	D4	80	80	80	80	80	–
km 133,1 – Kirkniemi	D	D4	80	80	80	80	80	–
Kirkniemi – km 152,2	D	E4	80	80	80	80	80	80
km 152,2 – Karjaa	C_1	E4	80	80	80	80	80	60
Karjaa – km 205,7	D	E4	120	120	120	120	100	100
km 205,7 – Hanko	C_1	E4	60	60	60	60	60	60
Toijala – Turku								
Toijala – km 256,7	D	D4	140	140	120	120	100	–
km 256,7 – Turku	D	D4	120	120	120	120	100	–
Lielahti – Mäntyluoto/Rauma								
Lielahti – Kokemäki	C_1	D4	140	140	120	120	100	–
Kokemäki – Harjavalta	D	D4	140	140	120	120	100	–
Harjavalta – Pori	D	E4	140	140	120	120	100	100
Pori – Mäntyluoto	C_1	E4	70	70	70	70	70	50
Kokemäki – Rauma	D	D4	100	100	100	100	100	–
Tampere – Seinäjoki								
Tampere – Lielahti	D	D4	120	120	120	120	100	–
Lielahti – Seinäjoki	D	D4	160	160	120	120	100	–
Parkano – Niinisalo	A	C4	30	30	30	30	–	–
Parkano – Kihniö	A	C4	30	30	30	30	–	–
Tampere – Pieksämäki								
Tampere – Orivesi	C_2	D4	140	140	120	120	100	–
Orivesi – Jämsänkoski	D	D4	120	140	120	120	100	–
Jämsänkoski–Saakoski	D	D4	160	160	120	120	100	–
Saakoski – Jyväskylä	C_1	D4	160	160	120	120	100	–
Jyväskylä – Pieksämäki	C_1	D4	140	140	120	120	100	–

Section of line	Line category		Passenger trains		Freight trains			
	RHK	UIC	locomotive hauled	motor cars	16t	20t	22.5t	25t
Orivesi – Seinäjoki								
Orivesi – Haapamäki	B_1	D4	100	100	100	70	50	–
Haapamäki – km 301,4	B_1	D4	100	100	100	60	50	–
km 301,4 – Pihlajavesi	B_2	D4	100	100	100	90	80	–
Pihlajavesi – Seinäjoki	B_1	D4	100	100	100	60	50	–
Seinäjoki – Kaskinen	B_1 1)	D4	80	80	80	60	50	–
Seinäjoki – Vaasa	C_2	D4	120	120	120	120	100	–
Seinäjoki – Tornio border								
Seinäjoki – km 481,6	D	D4	140	140	120	120	100	–
km 481,6 – Karhukangas	C_2	D4	140	140	120	120	100	–
Karhukangas – Oulu	D	D4	140	140	120	120	100	–
Oulu – Kemi	C_2	D4	140	140	120	120	100	–
Kemi – Tornio	C_2	D4	120	120	120	120	100	–
Tornio – Tornio border	C_1	D4	40	40	40	40	40	–
Pännäinen – Pietarsaari	C_1	D4	60	60	60	60	50	–
Tuomioja – Raahe	C_2	D4	80	80	80	80	80	–
Tornio – Röyttä	B_1	D4	50	50	50	50	50	–
Tornio – Kolari								
Tornio – km 914	C_2	D4	100	100	100	100	100	–
km 914 – km 1011,6	B_2	D4	100	100	100	90	80	–
km 1011,6 – Kolari	C_1	D4	100	100	100	100	100	–
Laurila – Kelloselkä								
Laurila – Koivu	D	D4	140	140	120	120	100	–
Koivu – Rovaniemi	D	D4	120	120	120	120	100	–
Rovaniemi – Misi	C_2	D4	100	100	100	100	100	–
Misi – Kemijärvi	C_1	D4	100	100	100	100	100	–
Kemijärvi – Isokylä	C_1	D4	50	50	50	50	50	–
Isokylä – Kelloselkä	A	C4	50	50	50	40	–	–
Riihimäki – Kouvola								
Riihimäki – Hakosilta	D	D4	140	140	120	120	100	–
Lahti – Kouvola	D	D4	140	140	120	120	100	–
Lahti – Heinola	B_1	D4	60	60	60	60	50	–
Lahti – Port of Loviisa	B_1	D4	60	60	60	60	50	–
Kouvola – Kontiomäki								
Kouvola – Pieksämäki	D	D4	140	140	120	120	100	–
Pieksämäki – Iisalmi	C_2	D4	140	140	120	120	100	–
Iisalmi – Murtomäki	C_2	D4	140	140	120	120	100	–
Murtomäki – Kontiomäki	C_1	D4	140	140	120	120	100	–
Kouvola – Kuusankoski	C_1	D4	50	50	50	50	50	–
Murtomäki – Otanmäki	A	C4	50	50	50	40	–	–
Iisalmi – Ylivieska								
Iisalmi – km 555,8	C_1	D4	120	120	120	120	100	–
km 555,8 – km 613,1	D	D4	120	120	120	120	100	–
km 613,1 – Ylivieska	C_2	D4	120	120	120	120	100	–
Kontiomäki – Vartius								
Kontiomäki – Vartius	C_1	D4	80	80	80	80	80	–
Kontiomäki – Pesiökylä	A	C4	50	50	50	40	–	–
Pesiökylä – Ämmänsaari	A	C4	50	50	50	40	–	–
Siilinjärvi – Viinijärvi	C_2	D4	100	100	100	100	100	–
Haapamäki – Jyväskylä								
Haapamäki – Jyväskylä	B_1	D4	100	100	100	70	50	–
Jyväskylä – Haapajärvi								
Jyväskylä – Äänekoski	C_1	D4	100	100	100	100	100	–
Äänekoski – Haapajärvi	A	C4	60	60	50	40	–	–

Section of line	Line category		Passenger trains		Freight trains			
	RHK	UIC	locomotive hauled	motor cars	16t	20t	22.5t	25t
Kouvola – Kotka/Hamina								
Kouvola – Juurikorpi western track	D	D4	120	120	120	120	100	–
Kouvola – Inkeroinen eastern track	C_1	D4	120	120	120	120	100	–
Inkeroinen – Juurikorpi eastern track	D	D4	120	120	120	120	100	–
Juurikorpi – Kotka	D	D4	120	120	120	120	100	–
Juurikorpi – Hamina	C_1	D4	100	100	100	100	100	–
Kouvola – Imatra / Vainikkala								
Kouvola – Luumäki southern track	D	D4	140	140	120	120	100	–
Kouvola – Kaipiainen northern track	D	D4	140	140	120	120	100	–
Kaipiainen – Luumäki northern track	C_1	D4	140	140	120	120	100	–
Luumäki – Imatra	D	D4	140	140	120	120	100	–
Luumäki – Vainikkala	D	D4	120	120	120	120	100	–
Joensuu – Ilomantsi	A	C4	50	50	50	40	–	–
Pieksämäki – Joensuu								
Pieksämäki – Varkaus	C_1	D4	120	120	120	120	100	–
Varkaus – Joensuu	C_2	D4	120	120	120	120	100	–
Parikkala – Huutokoski								
Parikkala – Savonlinna	B_2 1)	D4	110	110	110	90	80	–
Savonlinna – Huutokoski	A	C4	50	50	50	40	–	–
Imatra – Joensuu								
Imatra – km 395,5	D	D4	140	140	120	120	100	–
km 395,5 – Säkäniemi	C_2	D4	140	140	120	120	100	–
Säkäniemi – Tikkala	D	D4	140	140	120	120	100	–
Tikkala – Hammaslahti	C_1	D4	140	140	120	120	100	–
Hammaslahti – Joensuu	D	D4	140	140	120	120	100	–
Imatra – Imatrankoski border	D	D4	60	60	60	60	60	–
Säkäniemi – Niirala border	D	D4	100	100	100	100	100	–
Joensuu – Kontiomäki								
Joensuu – Uimaharju	C_2	D4	120	120	120	120	100	–
Uimaharju – Lieksa	C_2	D4	100	100	100	100	100	–
Lieksa – Porokylä	B_2	D4	110	110	110	90	80	–
Porokylä – Vuokatti	A	C4	50	50	50	40	–	–
Vuokatti – Kontiomäki	B_1	D4	100	100	100	60	50	–
Vuokatti – Lahnaslampi	B_2	D4	50	50	50	50	50	–
Oulu – Kontiomäki	C_1	D4	140	140	120	120	100	–

1) Bridge restrictions, see appendix 10

Secondary Lines and Sidings

- The maximum permitted speed on secondary lines and sidings is 35 km/h, unless otherwise ordered.
- On the sidings belonging to line category A, the maximum permitted speed is 20 km/h.
- On the secondary lines, the speeds indicated in Table 3 are permitted for different axle loads:

Table 3. Permitted speeds on sidings for the different axle loads.

Section of line	Line category		Passenger trains	Freight trains			
	RHK	UIC		16t	20t	22.5t	25t
Mäntyluoto – Tahkoluoto	B_2	D4	50	50	50	50	–
Vilppula – Mänttä	B_1	D4	50	50	50	50	–
Lappeenranta – Port of Mustola	C_1	D4	50	50	50	50	–
Sysmäjärvi – Vuonos	B_2	D4	35	35	35	35	–
Mynttilä – Ristiina	A	C4	50	50	35	20	–
Kiukainen – Säkylä	A	C4	30	30	20	–	–
Jämsä – Kaipola	B_1	D4	50	50	50	50	–
Paimenportti – Kotka Mussalo	C_1	D4	50	50	50	50	–
Kirkniemi factory railway	B_1	E4	30	30	30	30	30
Helsinki asema – West Harbour	B_1	D4	35	35	35	35	–
Olli – Porvoo	A	A	50	35	–	–	–
Lohja – Lohjanjärvi	B_1	D4	35	35	35	35	–
Lower railway yard of Pasila – Sörnäinen	B_1	D4	35	35	35	35	–
Uusikaupunki (km 266,4) – Hangonsaari	B_1	D4	30	30	30	30	–
Pori – Ruosniemi	B_1	D4	20	20	20	20	–
Lahti – Salpausselkä	A	C4	20	20	20	20	–
Joutjärvi – Mukkula	B_1	D4	35	35	35	35	–
Kotka station – Port of Kotka	B_1	D4	30	30	30	30	–
Otava – Port of Otava	B_1	D4	35	35	35	35	–
Varkaus – Kommila	B_2	D4	50	50	50	50	–
Lieksa – Pankakoski	A	C4	30	30	30	20	–
Suonenjoki – Iisvesi	B_1	D4	35	35	35	35	–
Vaasa – Vaskiluoto	A	C4	30	30	30	20	–
Pyhäkumpu erk.vh – Pyhäkumpu	B_1	D4	35	35	35	35	–
Pietarsaari – Alholma	B_1	D4	35	35	35	35	–
Kokkola – Ykspihlaja	C_1	D4	35	35	35	35	–
Raahe – Rautaruukki	C_2	D4	35	35	35	35	–
Kemi – Ajos	B_1	D4	50	50	50	50	–
Turku freight – Turku Viheriäinen	B_1	D4	35	35	35	35	–

Wagons with Axle Loads above the Accepted Limit

1) A wagon, the axle load of which exceeds the maximum axle load permitted for different axle loads, is too heavy for the line category in question.

2) Wagons shall not be intentionally overloaded. When an overload is discovered, the speed of train shall be reduced in accordance with Point 3. If the weight of the load exceeds the permitted load by more than 5% (by more than 2% for 25t axle load), the excess load shall be unloaded at the first possible station.

3) If the maximum permitted axle load of the wagon is 22.5t, overloaded wagons may be transported only with the following maximum speeds:

Line category	Max. axle load [t]	Speed [km/h]
A	–	–
B_1	23.5	35
B_2	23.5	50
C_1, C_2, D	23.5	80

Moreover, transportation shall be carried out in accordance with the regulations for special transports. The condition of the wagons shall be inspected before transportation, especially in regard to the wheel and axle sets.

4) On certain lines belonging to line category A, overloaded wagons may be transported in regular traffic. The axle loads mentioned below shall not be exceeded, and the excess load shall be unloaded at the station where it is discovered. The maximum permitted speed is 40 km/h on the track and 20 km/h on K30 switches. The sections of line and the axle loads permitted on them are as follows:

Section of line	Max. permitted axle load [t]
Parkano – Niinisalo	20
Parkano – Kihniö	20
Isokylä – Kelloselkä	20
Äänekoski – Haapajärvi	20
Murtomäki – Otanmäki	20
Kontiomäki – Ämmänsaari	20
Savonlinna – Huutokoski	20
Joensuu – Ilomantsi	20
Porokylä – Vuokatti	20

5) On the secondary lines belonging to line category A, overloaded wagons may be transported as follows:
   - maximum axle load 20t, speed 35 km/h
   - axle load more than 20t but not more than 22.5t, speed 20 km/h

   Traffic with over 22.5t axle loads on the secondary lines belonging to line category A is forbidden.

6) On the sidings belonging to line category A, overloaded wagons may be transported as follows:
   - maximum axle load 22.5t, speed 20 km/h

   Traffic with over 22.5t axle loads on the sidings belonging to line category A is forbidden.

7) On the main lines belonging to line category A, overloaded wagons may temporarily be transported as follows:
   - maximum axle load 22.5t, speed 20 km/h

   Temporary transportation of overloaded wagons is allowed if occasional need arises. The track maintainer shall be informed of temporary transportation of overloaded wagons to check the condition of the line superstructure.

8) Wagons with 24.5t axle load built according to the Russian standard may be carried as special transport on the sections of line laid down separately on the conditions specified in the transport permit. Traffic on the secondary lines and sidings belonging to line category A is forbidden.

9) Bridge restrictions, see Appendix 10 of the Network Statement.

10) Wagons with axle loads above the accepted limit, other than those mentioned under (3), (4) and (5), which do not have a permanent traffic permit, are handled as special transport.

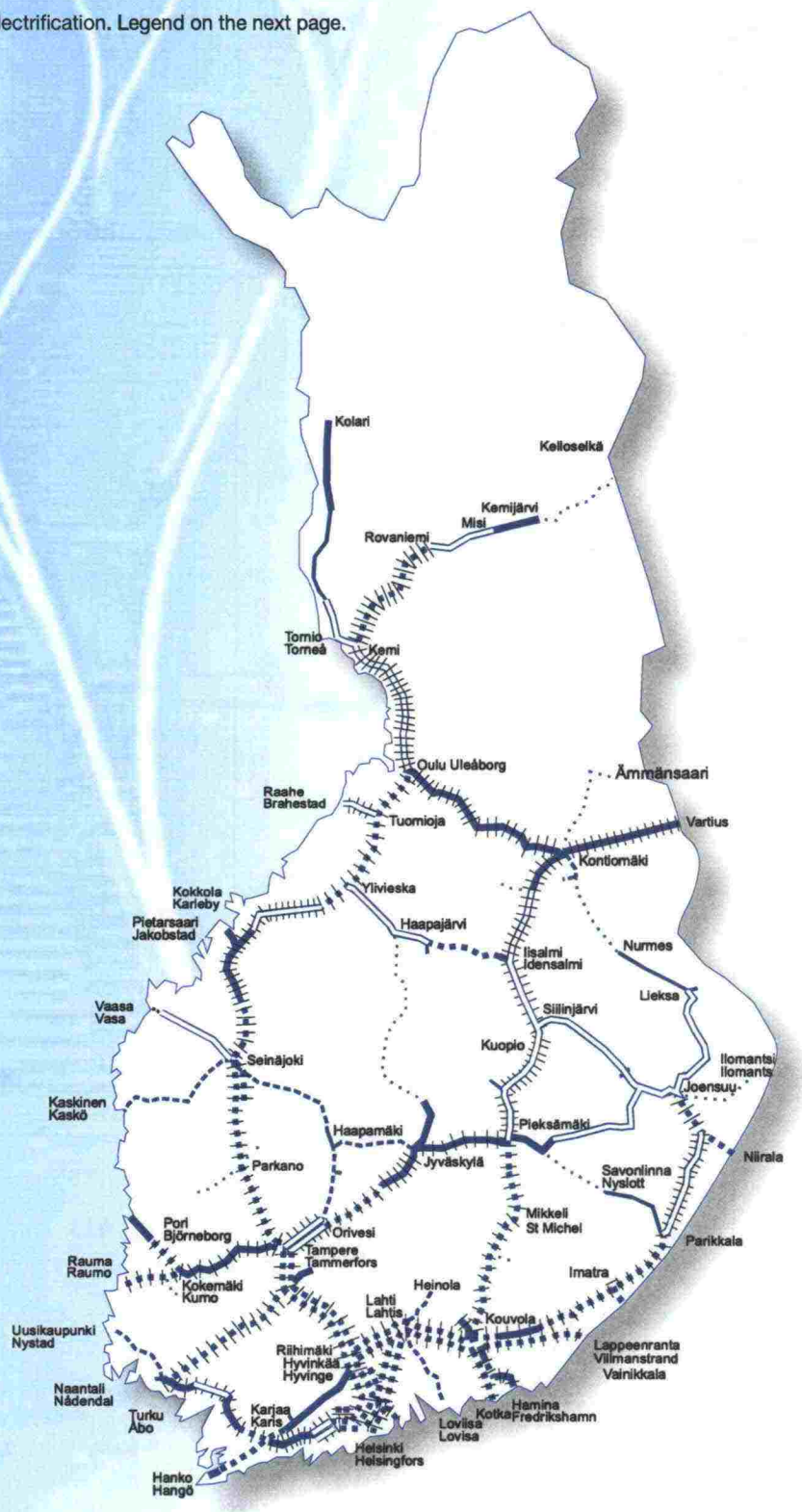
Maximum Permitted Speed on Points and Track Crossings

Table 4. Maximum permitted speed on points and track crossings.

	Line category					
	A	**B1**	**B2**	**C1**	**C2**	**D**
Straight track						
Single points, 60 E 1, short	70	100	110	180	200	200
Single points, 60 E 1, long	–	100	110	180	200	220
Single points, 54 E 1, long	70	100	110	140	140	140
Single points, other	70	100	110	160	160	160
Three-throw points	70	100	110	120	120	120
Diamond crossings	35	90	90	90	90	90
Track crossings	35[1)]	90[1)]	90[1)]	90[1)]	90[1)]	90[1)]
Deflection track						
Short points R = 165m	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]	20[1)]
Short points	35	35	35	35	35	35
Short points when axle load is 25t	–	10	20	20	20	35
Long points						
R = 530 m	70	70	70	–	–	–
R = 900 m	–	80	80	80	80	80
R = 1600 m	–	–	–	110	110	110
R = 2500 m	–	–	–	140	140	140
R = 3000 m	–	–	–	160	160	160
Non-interlocked points						
Straight track	50	50	50	50	50	50
Deflection track	35	35	35	35	35	35
Trailable points	30[1)]	30[1)]	30[1)]	30[1)]	30[1)]	30[1)]

[1)] Indicated with speed signs

Figure 1. Line categories and electrification. Legend on the next page.



Line category	Superstructure				
	Non-electrified	Electrified	Rails	Sleepers	Ballast
A			K30, K33	wooden	gravel or equivalent
B_1			K43, 54 E 1, K60, 60 E1	wooden	gravel or equivalent
B_2			K43, K60	wooden, concrete	railway ballast
C_1			54 E1	wooden, concrete before 1987	railway ballast
C_2			54 E1	concrete 1987 and after	railway ballast
D			60 E1	concrete	railway ballast

The border of the line category is marked in the middle of the station building in the traffic operating point, unless another point is indicated by the kilometre marking.

Appendix 7

Signalling Systems

The signalling systems used on the lines are represented in the figures in this appendix. The lines on which none of the signalling systems mentioned in the figures are used, are controlled manually by the dispatchers.

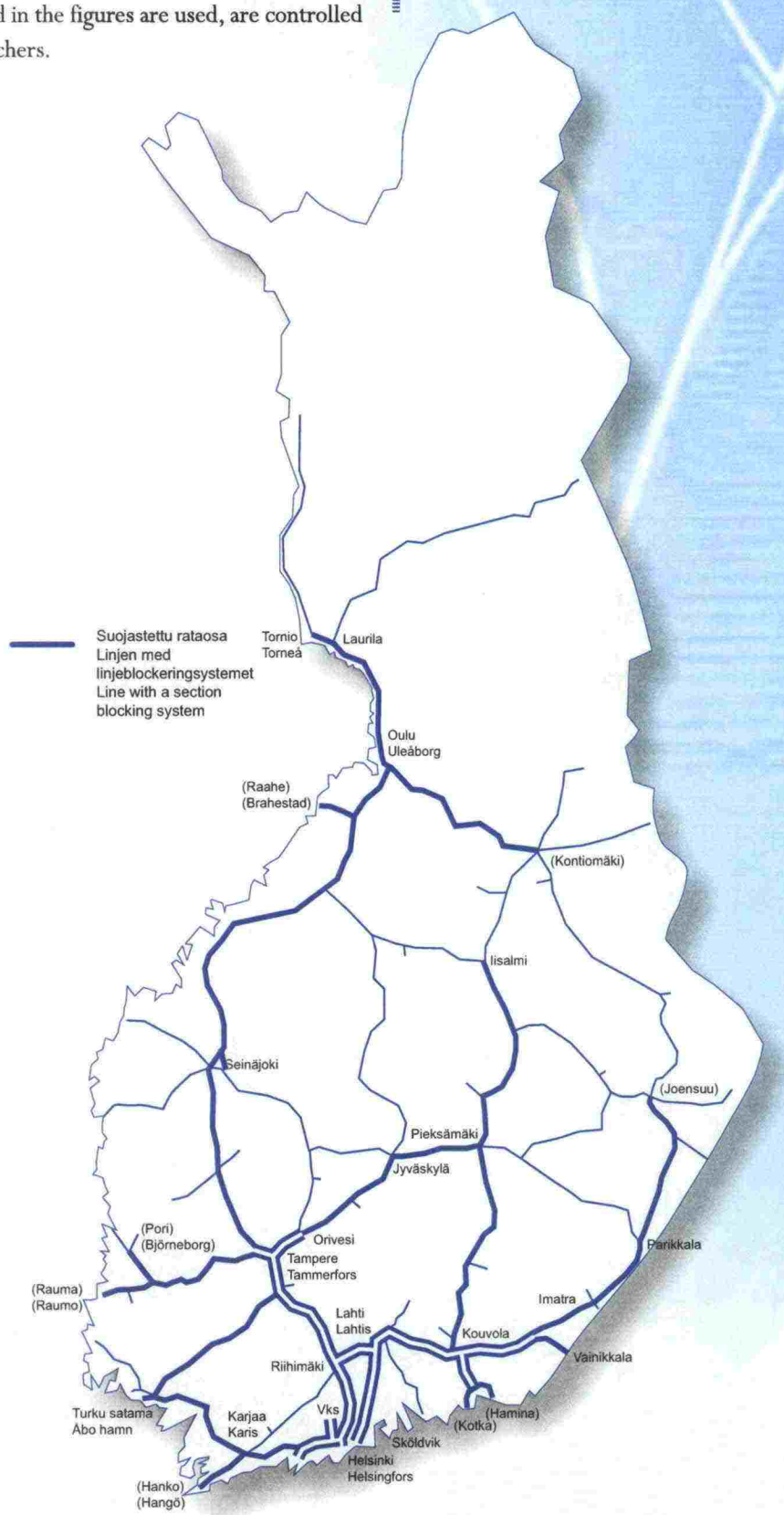


Figure 1. Lines with a section blocking system.

Figure 2. Lines with a centralised traffic control systems.

Figure 3. Lines with ATP.

Figure 4. Lines with train detection and train integrity monitoring or with a radio-controlled traffic system.

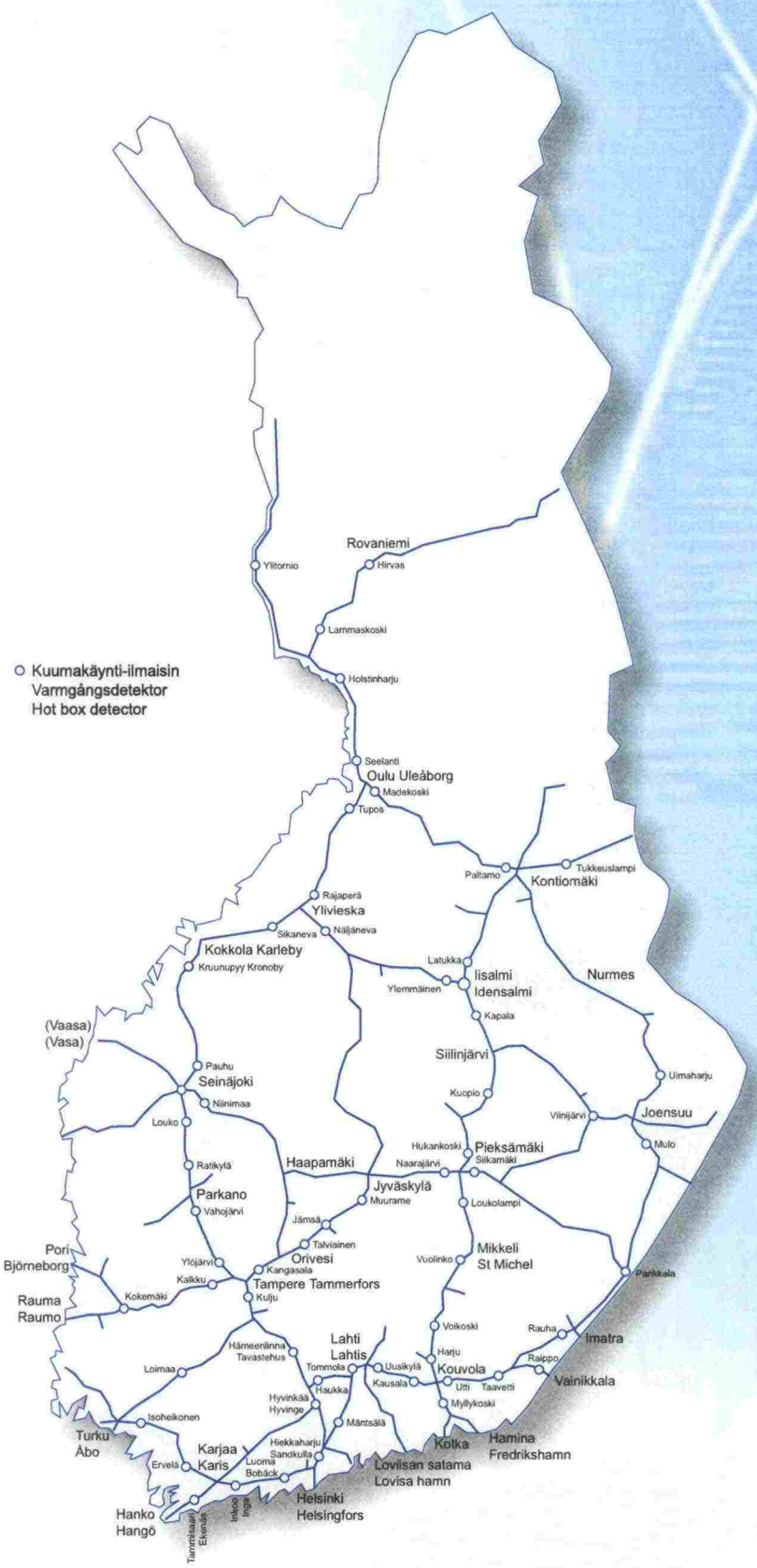


Figure 5. Hot box detectors of bearings.

Appendix 8

Vibration-related Speed Restrictions

Table 1. Vibration-related speed restrictions.

Site	km-stretch	Valid since	Speed restriction
Liminka	726+900 – 729+200	1998	≥ 3000-ton trains 50 km/h
Koria	182+900 – 186+400	2001	≥ 3000-ton trains 30 km/h
Kempele	740+600 – 741+700	7.1.2002	≥ 3000-ton trains 50 km/h
Hollola	116+200 – 118+500	2001	≥ 3000-ton trains 40 km/h
Lahti	125+000 – 125+400	7.1.2002	≥ 3000-ton trains 40 km/h
Jokela	47+950 – 49+950	1999	≥ 3000-ton trains 40 km/h
Nikkilä	38+850 – 40+160	1997	all trains 40 km/h
Myllykoski	201+500 – 203+100	2000	≥ 3000-ton trains 40 km/h
Kurikka	450+500 – 452+000	1999	all trains 40 km/h
Muhos	786+000 – 790+000	5.11.2002	≥ 3000-ton trains 60 km/h
Oulu	762+800 – 763+800	2004	≥ 3000-ton trains 40 km/h
Turku	271+900 – 273+700	1.10.2006	≥ 3000-ton trains 40 km/h

Appendix 9

Maximum Permitted Train Speeds in Tunnels

Tunnel	Maximum speed [km/h]		
Hki - Karjaa	**Single-deck**	**Double-deck**	**Sm3**
Espoo			
Lillgård	160	120	180
Riddarbacken	160	120	180
Karjaa-Salo			
Bäljens	160	140	200
Köpskog	160	140	200
Åminne	160	140	200
Högbacka	160	140	200
Kaivosmäki	160	140	200
Haukkamäki	160	140	200
Harmaamäki	160	140	200
Lemunmäki	160	160	180
Märjänmäki	160	160	180
Lavianmäki	160	160	180
Tottola	160	120	180
Salo-Turku			
Halikko	160	140	200
Pepallonmäki	160	140	200

Appendix 10

Bridge-related Restrictions

On the bridges mentioned below, axle loads, speed or both impose restrictions on the running of rail vehicles. The speed restrictions are indicated by speed signs.

Bridges with Weight Restrictions

1) Kyrönsalmi bridge on the Parikkala–Savonlinna section of line:
   - Axle load restriction 22.5 t
   - Maximum permitted speed on the bridge is 20 km/h.

2) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki–Kaskinen section of line.
   - Axle load restriction 22.5 t
   - Maximum permitted speed on the bridge is 60 km/h.

These regulations do not apply to 6- or 8-axle wagons built to the Russian standard, which can be carried over the above-mentioned bridges only as special transport on the conditions laid down in the transport permit.

Movable Bridges

On movable bridges, the maximum permitted speed is 40 km/h, unless reduced for other reasons. If the movable bridge is locked and the rail joints are equipped with fishplates or other corresponding locking or control, the maximum speed is 60 km/h.

Table 1. Restrictions related to movable bridges.

Bridge	Railway section	Permitted speed [km/h]
Pohja	Tammisaari–Hanko	50
Kyrönsalmi	Savonlinna–Parikkala	20[1]
Pirttiniemi	Varkaus–Viinijärvi	40[2]
Taipale canal	Varkaus–Viinijärvi	40[2]
Pielisjoki	Joensuu–Lieksa/Viinijärvi	50
Päiväranta	Kuopio–Iisalmi	60
Uimasalmi	Joensuu–Lieksa	60
Tahkoluoto	Pori–Tahkoluoto	50

[1] See Bridges with weight restrictions

[2] The bridge and the rail joints can be locked, in which case the permitted speed is 60 km/h.

Appendix 11

Significant and Other Track Works Affecting Traffic in 2008

Location	Affects traffic	Break description
SOUTHERN FINLAND		
Espoo–Turku, fundamental improvement and screening of ballast in Turku, and bridge work in Aurajoki and Paimionjoki rivers)	X	total break 1 week
Leppävaara–Kirkkonummi, track work at the station	X	–
Turku–Toijala, straightening at Kiimasuo and mainline points	X	Straightening at Kiimasuo: 8 h breaks in jointing phase
JKV3 track work, Hyvinkää–Karjaa	–	–
Ilmala railway yard	X	–
Central Pasila	–	–
EASTERN FINLAND		
Lahti–Vainikkala, raising the standard between Kouvola and Luumäki	X	In May–November about 300 reservations of one or two rails, about 300 3–10 h total breaks
Luumäki–Joensuu, fundamental improvement, jointing in Tikkala and rail yard work	X	Jointing in Tikkala (at least a total break of 1 day)
Kuopio rail yard	X	–
Kotolahti rail yard	X	–
Pieksämäki–Kuopio, Suonenjoki, track work at the station	–	–
Kuopio–Iisalmi, rail replacement, foundation structure and mainline points	X	changes in freight traffic and replacements in passenger traffic
Kouvola–Kuusankoski, ballast work	X	changes in freight traffic
Uimaharju–Lieksa, ballast work	X	–
Kouvola–Kotka/Hamina, work required for 25t axle load	–	–
Luumäki–Imatra, work required for 25t axle load	–	–
Northern Savo, raising the speed limit on some parts of the track	–	–
WESTERN FINLAND		
Jämsänkoski–Jyväskylä, tunnels, rock cuttings, ballast work, culverts and GSM-R	X	a total break 5–15 May, in April and June 20 4 h breaks, changing speed limit between Jämsänkoski and Jyväskylä in part 50/80 1–30 June
Weak soil at Oriselkä	X	48 h break, preceded by 30 8 h breaks
Tampere passenger rail yard	X	–
JKV3 track work, Seinäjoki–Kaskinen	–	–
Seinäjoki–Oulu, raising the standard, phase I work mainly between Seinäjoki and Kokkola	X	8 h break daily from 1 June to 30 September + 6 12 h breaks once a month, possibly also in June–November
Rauma signal box + remote control, Pori–Mäntyluoto signal box + remote control and Tampere remote control	–	–
Vilppula–Mänttä, track work	X	

Location	Affects traffic	Break description
NORTHERN FINLAND		
Points between Kokkola and Oulu, smart screening of ballast	X	–
Tornio–Kolari, ballast renewal	X	3 week total break in summer 2008
Kontiomäki–Vartius, sleeper replacement	X	8 h breaks, duration 2 weeks
Building of Alholma rail yard	X	
OTHER BREAKS		
Rail checking on sections of line Sn>140	X	1 h breaks in those sections of line
Maintenance supports and investments (points, rails, bridges, sleepers) and maintenance work separately ordered	X	Locations will be specified later. Some will require separate breaks.

Map of Traffic Planning Areas

Coordination of track work and traffic according to the traffic planning areas shown on the map below.

Traffic Planning Areas, 22.2.2006

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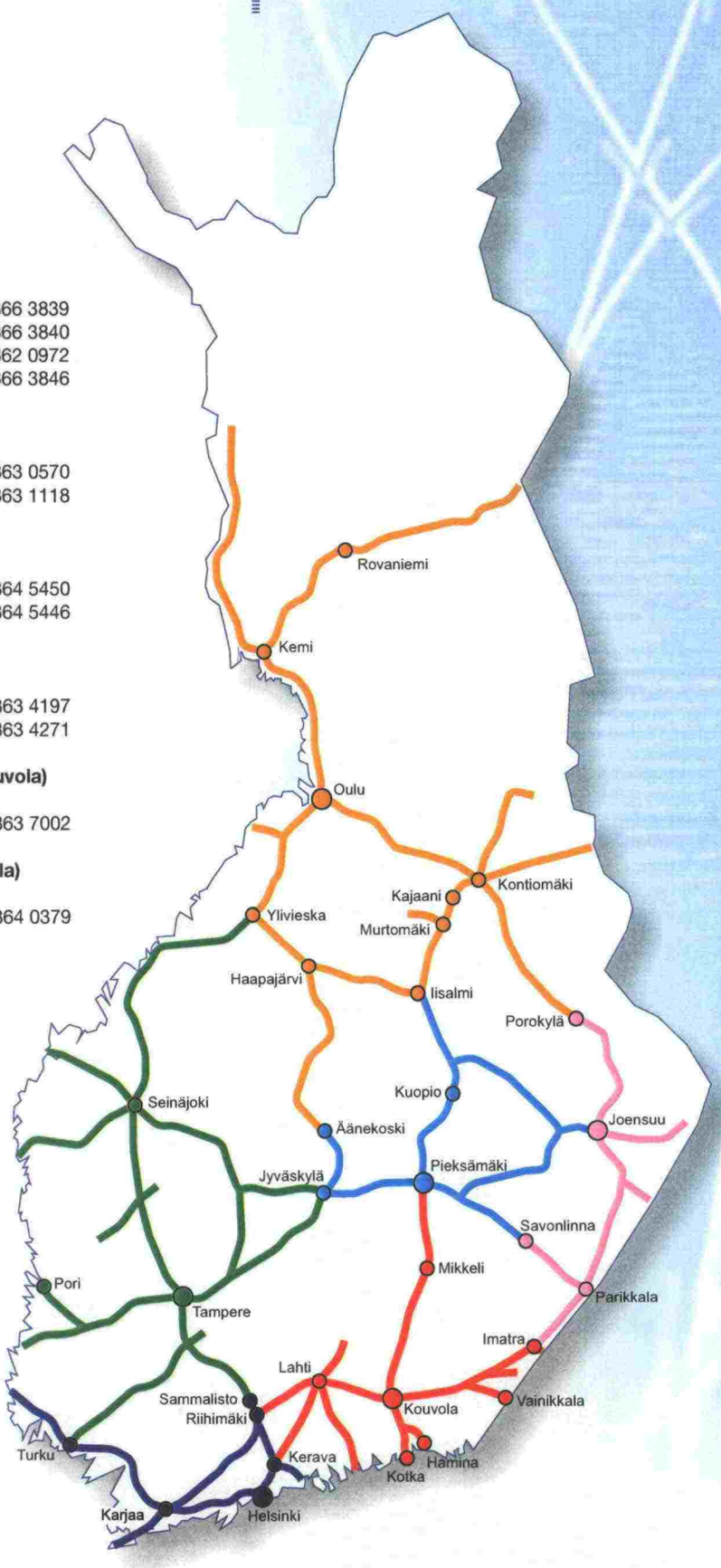
Traffic Control Centres

- Helsinki
- Oulu
- Tampere
- Kouvola
- Pieksämäki
- Joensuu



Appendix 12

Passenger Information at the stations of the State-owned Rail Network

RHK has acquired a new passenger information system (MIKU), which will replace the present information systems. MIKU helps the information staff to control the monitors and make announcements. In 2007 MIKU will be installed at 96 stations.

Table 1. Passenger information at the stations.

Railway section	Information
Helsinki–Turku, Helsinki–Hyvinkää	HELMI system at the busiest stations. The system is an automatic electronic information system, giving timetable-based passenger information and information on the delays. Some of the stations are provided with only remote announcement equipment.
Vantaankoski line	Remote announcement equipment between Pohjois-Haaga and Vantaankoski
Riihimäki–Tampere	Stations are equipped with an electronic information system, giving timetable-based information and warning of passing trains and with remote announcement equipment. Riihimäki, Hämeenlinna, Toijala and Tampere have electronic timetable-based information equipment and automatic announcement equipment.
Toijala–Turku, Tampere–Pori, Oulu–Kontiomäki, Kouvola–Pieksämäki	Remote announcement equipment
Other major stations	Automatic announcement equipment
Other passenger stations	Mainly remote announcement equipment
Travel centres Seinäjoki, Jyväskylä, Kouvola, Lappeenranta, Pieksämäki, Oulu, Rovaniemi	Electronic, timetable-based information equipment, automatic announcement equipment. The system will also be used in new travel centres.

Appendix 13

Network Statements of Other Countries

Table 1 shows the Internet addresses of the network statements published by the infrastructure managers of other countries, and the names used for the network statement. The information in the table is subject to change.

Table 1. Network statements of other countries

Infrastructure manager	Country	Name used	Internet address
Administrador de Infraestructuras Ferroviarias (ADIF)	Spain	Declaración sobre la Red	http://www.infraestructuras-ferroviarias.com/
Banedanmark	Denmark	Netredegörelse	http://www.bane.dk/visArtikel.asp?artikelID=129
Banverket, Swedish National Rail Administration (BV)	Sweden	Järnvägsnätsbeskrivning	http://www.banverket.se/templates/StandardTtH___11568.asp
BLS Lötschbergbahn AG (BLS)	Switzerland	Network Statement	http://www.bls.ch/unternehmen/trassen_d.html
Ceské Dráhy (CD) / SZCD	Czech	Network Statement	http://www.szdc.cz/english/prohlaseni_en.php
Chemins de fer Hélleniques / Hellenic Railways (CH-OSE)	Greece		www.ose.gr
Compania Nationala De Cai Ferate S.A. (CFR)	Rumania	Documentul de referinta al retelei	http://www.cfr.ro/
DB Netz AG	Germany	Schienennetz-Nutzungsbedingungen	www.db.de/track-infrastructure
Eurotunnel	France/England	Eurotunnel Network Statement	http://www.eurotunnel.com/ukcP3Main/ukcCorporate/ukcAboutUs/ukcDevelopment/ukpETNetworkStatement.htm
Gyor-Sopron-Ebenfurti Vasút Rt. / Raab-Oedenburg-Ebenfurter Eisenbahn AG	Austria/Hungary	A GySEV Zrt. Üzletszabályzata	https://www.gysev.hu/portal/page?_pageid=74,55447&_dad=portal&_schema=PORTAL&p_h_menu=5
Jernbaneverket	Norway	Network Statement	www.jernbaneverket.no/marked/
Infrabel	Belgium		http://www.infrabel.be/
National Railway Infrastructure Company (NRIC)	Bulgaria	Network Statement	http://rail-infra.bg/page.php?n=13
Network Rail	UK	Network Statement	http://www.networkrail.co.uk/browseDirectory.aspx?dir=\Network%20Statement&pageid=2891&root=
ÖBB Infrastruktur Betrieb AG	Austria	Schienennetz-Nutzungsbedingungen	http://www.railnetaustria.at/vip8/betrieb/de/OneStopShop/Schienennetznutzungsbedingungen_2006/index.jsp
PKP Polskie Linie Kolejowe S.A. (PKP-PLK)	Poland	Network Statement	http://www1.plk-sa.pl/en/02oferta/11.php
ProRail	Netherlands	Netverklaring	http://www.prorail.nl/ProRail/English/Network+Statement.htm

Infrastructure manager	Country	Name used	Internet address
Public Agency for Rail Transport of RS (ÃZP)	Slovenia	Informacij javnega znacaja	http://www.azp.si/informacije.php?jezik=ENG
Rede Ferroviária Nacional,	Portugal	Directorio da Rede	www.refer.pt
Réseau Ferré de France (RFF)	France	Document de référence du réseau ferré national	www.rff.fr
Rete Ferroviaria Italiana SpA (RFI)	Italy	Prospetto Informativo della Rete	www.rfi.it
Swiss Federal Railways SBB-Infrastructure (SBB CFF FFS)	Switzerland	Network Statement	http://mct.sbb.ch/mct/en/infrastruktur/infrastruktur_dienstleistungen/onestopshop/onestopshop-ns/onestopshop-ns1.htm
Société Nationale des Chemins de Fer Luxembourgeois (CFL)	Luxembourg	Document de Reference du Reseau	www.railinfra.lu
Železnice Slovenskej Republiky	Slovakia	Sietové vyhlá senie	http://www.zsr.sk/generate_page.php?page_id=231

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